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CENTRAL INTELLIGENCE AGENCY  
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25 November 1977

MEMORANDUM FOR: The Director of Central Intelligence  
FROM : William W. Wells  
Deputy Director for Operations  
SUBJECT : USSR GENERAL STAFF REAR SERVICES MANUAL:  
Rear Services Support of the Ground Forces

1. The enclosed Intelligence Information Special Report is part of a series based on five manuals, classified SECRET, published by the General Staff of the Armed Forces of the USSR in 1963. This report is a translation from Russian of a manual on rear services support of the ground forces at the front, army and corps level. It consists of seven chapters dealing with the general principles of rear services support to the armed forces, the organization and deployment of units and facilities, transportation lines and the delivery of materiel, the specific features of materiel, technical, medical and veterinary support, the operation of the rear services in offensive and defensive operations of the ground forces, and special problems of support under various geographic and climatic conditions. The Russian text was disseminated as FIRDB-312/01071-76.

2. Because the source of this report is extremely sensitive, this document should be handled on a strict need-to-know basis within recipient agencies.

William W. Wells

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## Intelligence Information Special Report

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SUBJECT

USSR GENERAL STAFF REAR SERVICES MANUAL:  
Rear Services Support of the Ground Forces

SOURCE Documentary

### Summary:

The following report is a translation from Russian of a SECRET General Staff manual on rear services support of the ground forces at the front, army and corps level. It consists of seven chapters dealing with the general principles of rear services support to the armed forces, the organization and deployment of units and facilities, transportation lines and the delivery of materiel, the specific features of materiel, technical, medical and veterinary support, the operation of the rear services in offensive and defensive operations of the ground forces, and special problems of support under various geographic and climatic conditions.

End of Summary

### Comment:

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GENERAL STAFF OF THE ARMED FORCES OF THE USSR

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Put into effect by Order No. 0245  
of the Minister of Defense of the USSR  
on 9 September 1963

MANUAL

ON THE OPERATIONAL REAR SERVICES

PART TWO

REAR SERVICES SUPPORT OF THE GROUND FORCES

(Front-Army-Corps)

Moscow 1963

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This manual contains general principles of rear services support applicable to all branches of the Armed Forces and principles of the organization and work of the operational rear services of the Ground Forces.

All principles, instructions, and recommendations of the Manual must be applied creatively, in conformity with the specific situation developing.

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## CHAPTER 1

### GENERAL PRINCIPLES

#### Fundamental principles of rear services support of the Armed Forces

1. The forms and methods of rear services support of the Armed Forces are directly dependent on the nature of a future war and on the condition and development of our country's economy. The extensive employment of weapons of mass destruction, the full motorization and mechanization of the Armed Forces, as well as the changes that have taken place in the conduct of present-day operations (combat actions) have imposed extremely high demands on rear services organs and have created conditions which are completely new and significantly different from those of past wars for the organization of their work to support the troops, especially in the initial period of a war.

2. In a future war, the conduct of successful combat actions will increasingly depend on our country's economy. The capability of the national economy to produce all means of combat and of materiel support on a massive scale both while preparing for and when conducting the war, will exert decisive influence on the uninterrupted support of the Armed Forces.

Together with the production of all necessities for the conduct of war, of paramount importance will be the timely delivery to the troops (forces) of the materiel produced by the national economy under conditions of aggressive enemy actions against industrial installations, supply bases, transportation routes, and transport means. In connection with this, the continuous delivery of materiel to the theaters of military operations and directly to the troops becomes the main task of rear services organs.

3. The increasing threat of enemy actions against industrial installations and other installations in the interior of the country have dictated the necessity for establishing ahead of time reserves of productive power and of materiel and also for exploiting resources right within the theaters of military operations (military industrial bases, raw materials resources, and transport, medical, repair, and other local means). Rear services organs must know well the economy of the theaters of military operations and the capabilities of utilizing it to satisfy the needs of the army operating there.

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4. With the appearance of new means of warfare, there has been a qualitative change in all branches of the Armed Forces. Nuclear weapons have become a principal means of destruction. This has made it necessary for rear services organs to devote special attention to the top-priority support of the Strategic Rocket Forces and the rocket troops (forces) of the other branches of the Armed Forces, to the timely establishment of reserves of missiles, nuclear warheads, and missile propellant, to correctly echeloning them, and to maintaining them in constant readiness for employment.

5. A future war will take on great spatial scope, it will encompass vast land and oceanic theaters of military operations and the territorial depths of many countries. This will drastically lengthen land, water, and air lines of transportation; it will increase demands made on the forces and means of rear services support and create additional difficulties for the rear services.

6. War will be conducted with decisive goals and by massive, multimillion-man armed forces equipped with modern means of warfare and the most varied equipment. In connection with this, the means of materiel and technical support are changing qualitatively, the expenditure of materiel will increase sharply as will also the casualties and the putting out of action of weapons and equipment; and the amount of work in rear services support of all types will increase significantly.

7. Successful combat actions in the initial period of a war will be of decisive importance to the course and outcome of the war. Therefore primary attention must be devoted to the comprehensive support of operations (combat actions) in the initial phase of a war.

For this purpose, it is necessary:

- to have the required rear services forces and means of all branches of the Armed Forces in constant readiness to support the troops (forces) and capable of deploying in a short period of time to support combat actions;

- to establish beforehand, correctly echelon and disperse, and reliably shelter materiel reserves earmarked to support operations (combat actions) in the initial period of a war;

- to constantly maintain the materiel reserves in units and large units at prescribed levels;

- to plan in advance and implement with timeliness measures to increase the traffic and carrying capacities and the survivability of the transportation routes, and to ensure that military shipments are made

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without interruption;

- to plan in advance measures for the rear services support of troops based on realistic estimates and the conditions of the possible strategic and operational situation;

- to constantly improve the technical equipping and organizational structure of the rear services of the branches of the Armed Forces in accordance with present-day requirements;

- to raise the level of field training of rear services units and facilities and the operational (combat) training and special training of rear services personnel;

- to deploy rear services units and facilities in peacetime to allow for their effective utilization from the beginning of a war;

- to carry out in peacetime measures for preparing the theaters of military operations from the rear services standpoint;

- to support the mobilization expansion of the Armed Forces from the materiel, technical, and medical standpoint and also to ensure that rear services large units, units, and facilities are activated in the prescribed period of time and arrive and deploy in the designated areas;

- to have in readiness the necessary forces and means to eliminate the aftereffects of the enemy's employment of weapons of mass destruction.

8. The fundamental requirements imposed upon the rear services of the Armed Forces is for them to be ready to support the troops (forces) comprehensively and without interruption in the initial period of a war with the available forces and means. The existing organization of the rear services and their composition must be a reliable basis for the rear services support of the troops (forces) from the beginning of combat actions and must provide for a rapid transition from peacetime status to wartime status.

[ The combat readiness of the rear services must correspond to the degree of combat readiness of the troops (forces).

The highly mobile nature of troop combat actions requires more mobile forms of rear services organization and control, a flexible system of rear services support, and the extensive maneuvering of materiel reserves and of rear services units and facilities.

9. The comprehensive support of troops (forces) in the initial period of a war is planned in conformity with the variants of the combat actions. In the support plans provisions are made for the preparation of the forces and means necessary to do this, for the procedure for employing them from the beginning of a war, and for the implementation of appropriate

organizational measures.

10. Rear services support of troops (forces) comprises a system of measures for organizing the rear, for preparing and using all types of transportation routes and all types of transport, for materiel, technical, and medical, airfield engineer, airfield technical, veterinary, and other types of support and servicing; and in the Navy, in addition, measures for engineer, chemical, and salvage-and-rescue support of the forces.

11. Successful rear services support is achieved:

- by controlling the rear services continuously, firmly, and flexibly;
- by preparing the rear services in a superior and comprehensive manner for actions under conditions of present-day warfare;
- by active, purposeful, and continuous political work among rear services personnel;
- by deploying and relocating rear services large units, units, and facilities correctly and with timeliness, and by constantly ensuring their survivability under conditions of the employment of weapons of mass destruction;
- by establishing the necessary reserves of materiel, by correctly echeloning them, and by continuously delivering them to the troops;
- by preparing transportation routes in a timely manner, by maintaining their survivability, and by rationally using all types of transport to deliver materiel;
- by maintaining in technical serviceability and in readiness for employment all types of weapons, armored equipment, vehicle-tractor equipment, aircraft equipment, ship equipment, and other equipment, and by evacuating and repairing them on a timely basis;
- by promptly carrying out medical treatment-evacuation measures, sanitary-hygiene measures, and antiepidemic measures.

12. The operational rear services are made up of rear services large units, units, and facilities with reserves of materiel within the complement of the operational formations and are intended for the comprehensive rear services support of the troops (forces).

The following are associated with the operational rear services: the rear services of a front, air defense district, and fleet; the rear services of armies (missile armies, combined-arms armies, tank armies, air armies, air defense armies), flotillas, fleet aviation, and naval bases.

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The composition of the operational rear services is not fixed. It depends on the functions of the operational formation, its tasks, the specific theater of military operations, and the situation.

13. The operational rear services are organized in conformity with the situation and with the formation commander's decision on the conduct of combat actions.

The organization of the operational rear services includes the preparation, deployment, and relocation of missile technical units, front (army) bases, hospital bases; railroad, road, motor transport, and pipeline large units and units, and repair and other rear services units and facilities for the purpose of comprehensively supporting troops (forces) under all conditions of a situation, and also measures for protection against weapons of mass destruction and for the defense and security of rear services installations, with the aim of achieving stability in the system of rear services support of the troops (forces).

The correct organization of the rear services is the key factor in the uninterrupted supporting of troops (forces) in operations.

14. Rear area reconnaissance is one of the key measures ensuring the successful accomplishment of the tasks of the operational rear services. It must provide rear services control organs in a timely manner with the reliable information required to organize the rear services and their work.

Rear area reconnaissance is conducted for the purpose of determining the status of the network of railroads (waterways), motor roads, and airfields (landing strips); of selecting areas for the positioning of rear services units and facilities; of selecting and ascertaining the best possible means of basing the forces; of determining the routes for the laying of the field mainline pipelines; of indicating the availability and possibilities for utilizing local resources; and of determining the sanitary-epidemic and veterinary-epizootic state of the zone (area).

Rear area reconnaissance is organized by the staff of the rear in conjunction with the chiefs of branch arms, special troops, and services in conformity with the instructions of the deputy formation commander (commander) for the rear. It is carried out by a specially designated group of officers from the staff of the rear and of the services, and from the headquarters of bases and of rear services units (facilities).

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15. The disposition of rear services large units, units, and facilities and their placement must conform to the specific conditions of the situation; they must be appropriate to the grouping of troops (forces) and to the tasks they are fulfilling, they must ensure all rear services forces and means are in continuous readiness to maneuver and are utilized to best advantage in an operation, and they must ensure the survivability of the rear services.

Rear services large units, units, and facilities are deployed in a dispersed manner in the rear zones (areas) of operational formations on the axes of actions of the troops (forces). They should not be located near railroad stations (ports, wharves) or major inhabited localities.

The disposition areas of rear services units and facilities must be suitable for working and for organizing their protection against weapons of mass destruction, and also provide for rapid packing up and movement out to motor roads for relocation to new areas depending on the situation.

The relocation of rear services units and facilities is carried out in a manner that will not disrupt the continuous support of the troops (forces).

16. In the initial period of a war the operational rear services will be established on the basis of the rear services units and facilities existing in peacetime and of those rear services units and facilities which have been newly activated for the rocket forces, military districts, groups of forces, air defense districts, fleets, armies, flotillas, fleet aviation, and naval bases.

First of all, the tactical and operational rear services of the main groupings of troops (forces) are brought up to full wartime strength. Subsequently, rear services units and facilities activated in the rear and joining the complement of formations, are used to set up the remaining portion of the operational rear services on the key axes. Special attention must be devoted to the establishment of those rear services units and facilities directly supporting the combat actions of the troops (forces) accomplishing the main tasks.

Rear services large units, units, and facilities, especially the motor transport ones, joining the complement of formations, must be committed to action immediately without waiting for full mobilization and concentration.

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17. Under conditions of frequent and rapid changes in the situation and in troop requirements, and of the constant threat that rear services units and facilities will suddenly be put out of action, the role of reserves of materiel and of other rear services means is heightened considerably.

[ Reserves of rear services forces and means are established to accomplish suddenly arising tasks for supporting troops (forces), to reinforce the rear services of subordinate formations (large units), and to restore the working capacity of destroyed rear services units and facilities or to replace them during an operation. These can be materiel, road, transport, medical, and pipeline reserves as well as other reserves.

To the reserve usually are allocated the most mobile forces and means, those which are capable of moving out rapidly to the designated areas and of deploying for work in conformity with the assigned tasks and the situation.

Rear services reserves are established and used in accordance with the decision of the deputy formation commander (commander) for the rear, and the decisions of the chiefs of branch arms, special troops, and services.

18. Materiel support of troops (forces) is carried out according to types of supplies.

We classify as materiel all types of weapons and equipment, propellants and fuel, ammunition, rations, and various stores.

The principal types of materiel are missiles, nuclear warheads, missile propellant, fuel, ammunition, means of protection against weapons of mass destruction, rations, combat equipment of all types, and personal equipment.

Materiel support is organized, as a rule, according to the flow pattern: center--formation--large unit--unit. In certain cases, items of supply can be delivered bypassing formations (large units).

19. Materiel requirements are determined on the basis of the nature and scope of the forthcoming operation (combat actions), the tasks of the troops (forces), the availability and status of weapons and equipment, the intensity of use of them, and other specific conditions, as well as on the basis of instructions on expenditure norms, the levels of reserves at the beginning and at the end of the operation (combat actions), the data on the

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combat and numerical strength of formations, the effective supply norms, and the tables of organization and equipment.

Materiel requirements and the status of materiel supply are computed in terms of standard units of supply -- in units of fire, combat fuelings and refuelings, daily rations, sets, loads, and when necessary -- in single items and units of weight.

20. In the status of supply we include the materiel that has arrived at the regulating stations, and where there are no such stations -- that which is in supply bases, depots, and with the troops, as well as that which has been procured from local means, that which has been overhauled and prepared in repair units (facilities), and also the captured equipment.

The supplying of materiel is carried out in a centralized manner according to the plans of superior commanders and the requisitions of formations (large units) based on the actual requirements of the troops (forces).

21. Reserves of materiel are kept in bases and depots subordinate to the center and to military districts, in fronts, air defense districts, and in the fleets, in armies, large units, and units of the various branches of the Armed Forces as well as directly with the servicemen, on weapons, on combat and transport vehicles, on aircraft, and with other equipment.

The levels of reserves are fixed by the superior command depending on the requirements for them in the operation (combat actions) and on the specified allocation limits.

22. It is particularly important to correctly echelon and position materiel reserves so as to deliver them on time to the troops (forces). In so doing, one must take into account the possibility that barrier zones may develop on the transportation lines, which may delay or hamper the forwarding of transports with cargoes.

Materiel reserves must be positioned in a dispersed manner, taking into account the principal strategic (operational) axes and the requirements of the troops (forces) in operations (when conducting combat actions) in the initial period of a war.

23. The basis of the materiel support of troops (forces) is the continuous delivery of materiel with the integrated utilization of all types of transport.

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For these purposes, in peacetime, rail, motor, water, and air transportation lines and pipelines are developed on the principal strategic and operational axes; transport is equipped with more modern equipment and prepared to carry out military shipments; bypasses around major road junctions are built, as are parallel bridge crossings and transshipment areas; loading and unloading areas are set up for the troops; the minimum necessary number of control organs to provide for shipments in the initial period of a war are put in place; control posts are built; and reserves of repair and maintenance equipment, accessories, and materials are established.

24. At the beginning of military actions, the work of transport is reorganized to carry out shipments in support of the war, the technological processes involved in maintaining transport are changed, forces and means are deployed to provide a set volume of military shipments, and measures are taken to increase the traffic and carrying capacities of the transportation routes and to ensure stable operation of them under conditions of enemy action.

Special attention is devoted to the proper utilization of transport and of specialists for shipping missiles, nuclear means and other special means, missile propellant, and complex equipment.

25. The stable operation of the rear services largely depends on the technical coverage of the transportation routes, which involves putting repair forces and means in place in advance at the key installations of the transportation routes and employing them to ensure the aftereffects of demolitions are rapidly eliminated and the movement of transport which has been interrupted is restored.

Technical coverage is organized and carried out by personnel of the maintenance and construction organizations of transportation ministries and by front railroad and road units. In cases of need, troops and the local populace are enlisted for this purpose.

Forces and means allocated for technical coverage are also used to construct bypasses, parallel bridges, approaches for the laying of crossings, and to procure repair materials and structural elements.

✓ 26. At the beginning of a war the effective utilization of motor transport columns drawn from the national economy will be of great importance for the delivery of materiel. //

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For this purpose it is necessary while still at peace to constantly carry out appropriate measures to increase the readiness of these columns, and to get them up to full strength in personnel, in vehicles with high technical readiness, and in prescribed equipment and materials.

As motor transport columns or their subunits arrive and are placed at the disposal of the military command, they should be utilized immediately to supply reserves of materiel. That being the case, their use is planned in advance.

27. The possible destruction of railroads and the difficulty of restoring them, especially in the initial period of a war, has sharply increased the role of motor, air, and pipeline transport. Therefore great importance is attached to preparing a branching network of motor roads, military transport aviation airfields, and pipelines, and to maintaining their high traffic capacity and their continuous readiness for use.

28. Under conditions of extensive maneuvering of troops, of large-volume operational and supply shipments, and of the enemy's employment of nuclear weapons against key objects of troop movement, the delivery of materiel and evacuation are dispersed over the entire network of transportation routes.

Rail and motor roads, waterways, air routes, and pipelines located and prepared within the boundaries of operational formations are used in support of all branches of the Armed Forces.

29. When the Navy is based in a dispersed manner and its forces are operating in areas far away from their supply bases, the importance of sea and ocean transportation lines increases. To support naval forces requires using a surface and submarine transport fleet equipped with modern fast-moving and seagoing ships, preparing a developed network of supply and basing points for the forces in advance and establishing mobile means of integrated support on shore and in the water.

30. In a future war the successful accomplishment of the tasks of carrying out all types of military shipments can be achieved only by correctly organizing the utilization of rail, motor, water, and air transport and pipelines based on a unified plan and centralized control. In the plans for the use of all types of transport means it is necessary to provide for the distribution of the amounts of the shipments among the different types of transport in conformity with the situation and with their capabilities, for the dispersal of supply over the entire network of

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transportation routes, for the rapid switching of shipments from one type of transport to another, and for the extensive maneuvering of transport means.

31. Overall control over supply is exercised by the deputy formation commander (large unit commander) for the rear.

✓ The fundamental principle in organizing supply is that the higher command level is responsible for the timely delivery of materiel to the troops (forces) regardless of the affiliation of the supply means used for this.

As a rule, supply is accomplished according to the plans and with the means of the higher command level. In case of need, and by decision of the deputy formation commander (large unit commander) for the rear, the transport of subordinate formations (large units, units) can be allocated for supply.

32. Supply is planned on the basis of the tasks of the troops (forces) and their materiel requirements in the operation (when conducting combat actions), the priority in which they are to be supported, and the availability, condition, and capabilities of the transportation routes and transport means. When planning supply one takes into account the degree of employment of the transportation routes for the movement of troops, the differing priorities in the delivery of cargoes, and the need to keep a reserve of road carrying capacity.

The organization of supply must be based on the top-priority satisfaction of the materiel requirements of rocket troops, submarine forces, and missile-carrying aviation.

33. A necessary condition for the high combat effectiveness of troops (forces) during combat actions is to supply them with the most modern weapons and equipment and to maintain all types of equipment in constant good working order and readiness for use.

The possibility of the enemy's destroying enterprises manufacturing weapons and combat equipment as well as transportation lines may substantially restrict the influx of equipment to replenish the troops (forces), especially in the initial period of a war. Therefore the utmost importance is attached to the rehabilitation of damaged and unserviceable equipment directly within the theaters of military operations while operations (combat actions) are being prepared and conducted. To ensure

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the restoration of military equipment put out of action, it is desirable to establish reserves of technical means in advance and to position them in areas ensuring their timely arrival to fully equip the troops (forces).

34. Technical support consists in organizing and implementing the technically correct utilization, technical servicing, maintenance (care), repair, and recovery of missile, artillery, and chemical weapons, and of armored, vehicle-tractor, radar, aviation, ship, and other equipment.

The technical support of weapons and equipment is organized by the chiefs of the branch arms, special troops, and services of formations, each according to his specialty.

When organizing technical support it is necessary to take into account the type and nature of the operation (combat actions) as well as the conditions under which it is conducted; the time of year and the special characteristics of the terrain; the maneuvering of troops (forces) and their regroupings; the availability and condition of weapons and equipment at the beginning of the operation and their probable going out of action during the operation; the capabilities of repair and recovery means and the status of supply in technical items; and the assumed mileage expenditure of vehicles and power units.

35. The principal task of technical support in operations is to ensure that weapons and combat equipment operate reliably and to restore damaged equipment in a short period of time for the purpose of returning the maximum number of them to action during the operation.

For this, it is necessary to carry out timely technical servicing, to rapidly move repair means into the areas where equipment has been put out of action, to restore first of all the weapons and equipment needing the least amount of repair work, to extensively use the unit replacement method of repair, and to use repair and recovery units in a coordinated manner.

For timely technical support it is of the highest importance that repair and recovery means have high performance, mobility, and readiness, that they be manned as prescribed and that their personnel be technically trained and qualified, and that the necessary reserves of ready units, assemblies, parts, and materials be continuously maintained and replenished.

36. Medical support is organized for the purpose of maintaining the combat effectiveness and improving the health of troop personnel, of

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providing the wounded and sick with timely medical assistance and evacuation, treating them and restoring them to duty as soon as possible, and of preventing the outbreak and spread of disease.

Medical support comprises the organization and conduct of medical treatment-evacuation, sanitary hygiene, and antiepidemic measures.

The most important task of the medical service is to participate in implementing measures to protect troops against weapons of mass destruction.

37. Medical support is organized based on the task of restoring the maximum number of wounded and sick servicemen to duty or to labor useful to society.

In a future war, the massive medical casualties and severe combat injuries of personnel will demand a particularly efficient organization of medical support, the exploitation of modern achievements in science and technology for the medical treatment and evacuation of wounded and sick, and the deployment of a great number of medical service forces and means from the beginning of the war, primarily directly in the theaters of military operations, so as to avoid the massive evacuation of wounded and sick over great distances to the interior of the country.

The requirements of the Armed Forces for medical facilities must be supported by the extensive network of medical treatment facilities of the center, the operational formations, and the Ministry of Public Health, as well as by the use of local medical treatment facilities in the theaters of military operations.

38. Medical support in operations is obtained by the timely movement forward and deployment of medical facilities in order to have medical assistance near the troops; and by the skilful actions of medical units and facilities in the centers of massive destruction with the subsequent timely evacuation of wounded and sick to medical treatment facilities.

All medical treatment facilities are used to provide medical assistance and treatment to the wounded and sick regardless of the Armed Forces branch (branch arm) to which they belong.

The length of time wounded and sick receive medical treatment in formations and large units is fixed by instructions of the superior command according to the situation.

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39. The evacuation of wounded and sick is done, as a rule, by the superior formation's means using all types of transport. To evacuate the wounded and sick requiring urgent trained and specialized medical assistance we primarily use medical and military transport aviation aircraft and helicopters.

40. Sanitary hygiene measures include the medical monitoring of: the feeding, water supply, and bath and laundry services of the troops (forces), the implementation by personnel of the rules of personal and public hygiene, the billeting conditions and sanitary conditions of the territories and premises occupied, as well as the fulfilment of sanitary requirements when fallen (deceased) servicemen are buried.

When carrying out sanitary hygiene measures in the rocket troops, nuclear and missile submarines, and missile-carrying aviation, special attention is devoted to the medical monitoring of the working conditions of personnel dealing with missile propellant components, nuclear and other special means, radar, and special power units.

41. Antiepidemic measures provide for the conduct of continuous reconnaissance of the sanitary-epidemic state in the rear zone and in the areas of troop actions; the preventive inoculation of troop personnel; the timely detection, isolation, and hospitalization of infectious cases; the monitoring of the sanitary-epidemic status of incoming replacements; the establishment of epidemiological observation of prisoners of war and evacuated local population; and the supplying of personnel with individual water purification means.

42. In a future war stringent requirements will be imposed to ensure the survivability of the rear services of all branches of the Armed Forces. To this end, both in peacetime and in wartime we must implement the protection of military production enterprises, materiel reserves, transportation routes, and rear services units and facilities against weapons of mass destruction, the air cover of key rear installations, and their security and defense against enemy sabotage and landing forces.

The enemy's employment of nuclear weapons and other combat means may lead to the formation of large zones of destruction and contamination, to the disruption of communications, and to the partial destruction of materiel reserves and rear services units and facilities. Under these complex conditions, the rear services must organize the uninterrupted supplying of the troops (forces) conducting active combat actions and simultaneously eliminate the aftereffects of the enemy's employment of

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weapons of mass destruction.

43. Ensuring the continuous survivability of the operational rear services and transportation routes is one of the most important duties of the command, political organs, and organs of the rear.

Protection against weapons of mass destruction is organized so as to prevent the destruction of rear installations by nuclear, chemical, or bacteriological weapons or to weaken to the utmost the results of their action, to preserve the working capacity of the operational rear services, and to ensure the successful accomplishment of the tasks confronting them.

44. The unusual difficulty in eliminating the aftereffects of the initial enemy nuclear strikes requires implementing preparatory measures in advance. Among these are: organization of reliable warning for rear services units and facilities; provision with individual and group means of protection, of putting out fires, of clearing away obstructions, and with exchange reserves of individual equipment; training of personnel in the methods of eliminating the aftereffects of an enemy attack; and preparation of forces and means to provide medical assistance to the sick and wounded and to evacuate them from the centers of destruction, to provide personnel decontamination treatment and nuclear, biological, and chemical decontamination, and to carry out rescue work.

During combat actions, rear services organs must keep continuously abreast of the radiation, chemical, and sanitary-epidemic situation in the rear services disposition areas and on the transportation routes, and they must take this situation into account when organizing support for the troops (forces) and while relocating rear services units and facilities.

45. The protection, defense, and security of rear services installations is carried out by the forces and means of rear services large units, units, and facilities, by special rear security troops, and also by units allocated when necessary by orders of the formation commander.

As a rule, special forces and means are allocated for the security and defense of missile technical units and missile propellant depots. In the disposition areas of these units and depots, the requirements of special security discipline and camouflage must be strictly observed.

The protection of the operational rear services against weapons of mass destruction is organized for all conditions of the situation in conformity with the overall troop (forces) protection measures to be worked out by the formation (large unit) staff with the participation of the rear staff and the chiefs of the services.

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Control of the operational rear services

46. Control of the operational rear services is an integral part of control of the troops (forces). It consists in the continuous control over all the activities of the services and of the rear services large units, units, and facilities directed toward the full and timely support of troops (forces) under any conditions of a situation.

Control of the rear services provides for:

- maintaining a high state of morale and political consciousness in personnel and the continuous readiness of the rear services to support the troops (forces) comprehensively and without interruption;
- assigning tasks to the rear services in good time and rapidly transmitting them to the executors;
- correctly planning and efficiently organizing rear services support;
- organizing cooperation in the work of the operational rear services;
- continuously monitoring the support of troops (forces) and the fulfilment of directives (orders) and instructions pertaining to the rear; and
- organizing reliable communications while observing measures for security of control and preservation of military secrets.

47. In present-day operations, control of the rear services must be firm, continuous, flexible, and it must ensure that rear services units and facilities deploy and are relocated to new areas in a timely manner, that materiel is delivered continuously with the integrated utilization of all types of transport; that the transportation routes, damaged equipment, and basing systems of the forces are rapidly restored; that medical support is timely, that rear services forces and means are utilized effectively and maneuvered in accordance with changes in the situation, and also that measures for protection, defense, and security are put into effect.

48. Firm control over the operational rear services in present-day operations is feasible when there is a thorough grasp of the principles of conducting operations (combat actions) and of the methods of providing these operations with rear services support, thorough knowledge of present-day combat means and their effect on the organization and work of the rear services; when there has been superior ideological-political tempering and superior operational-rear services and military-technical training of rear services command personnel.

In their activities, rear services personnel must display efficiency, initiative, and creativity; they must correctly foresee the development of events and react in time to changes in the situation, strive to find the best methods of accomplishing assigned tasks and, to this end, fully exploit available capabilities, and make decisions without waiting for instructions from the senior commander.

49. Successful rear services support of all branches of the Armed Forces can be achieved through joint efforts based on close and continuous cooperation in the work of the rear services of the Rocket Forces, Ground Forces, Air (Antimissile) Defense Forces of the Country, Air Forces, and Navy.

Cooperation in the work of the rear services is organized by the superior commander primarily in the interests of supporting the branch of the Armed Forces (grouping of troops and forces) which is fulfilling the main task. That being the case, cooperation is organized on such measures as the elimination of the aftereffects of the enemy's employment of weapons of mass destruction, the mutually coordinated utilization of the transportation routes and of all types of transport means for troop movements and delivery of supplies, the providing of combined-arms types of supply materiel, the use of repair and medical facilities in support of formations of all branches of the Armed Forces, and the positioning and relocation of rear services large units, units, and facilities, as well as their protection, defense, and security.

50. In connection with the coalition nature of future war, cooperation in the work of the rear services of the Armed Forces of the socialist states has acquired great importance, and the principles of this cooperation must be planned and mutually coordinated ahead of time. This obligates rear services organs to know thoroughly the organization of the troops and rear services of the allied armies (fleets), their technical equipping, materiel requirements, economic status, local resources, and capabilities for providing mutual assistance in rear services support in combined operations.

51. The formation commander (large unit commander) bears full responsibility for the rear services support of subordinate formations (large units, units). His decision on the operation (combat actions) is the basis for the organization of rear services support.

52. The formation (large unit) staff, when organizing comprehensive support of operations (combat actions), devotes much attention to ensuring the uninterrupted work of the rear services and renders every possible kind of aid and assistance to rear services organs.

The formation (large unit) staff conveys with timeliness the instructions and orders of the formation (large unit) commander on rear services matters to the deputy formation commander (commander) for the rear and to the chiefs of branch arms, special troops, and services, and keeps them informed on the composition of the troops, the forthcoming operation (combat actions), and changes in the situation.

The formation (large unit) staff provides rear services organs with the necessary basic data for them to determine materiel requirements and plan the work of the rear services; it organizes uninterrupted communications for control of the rear services, and allocates, according to the order of the formation commander (commander), the necessary forces and means to protect, defend, and provide security for the rear services and support their work.

53. The deputy formation commander (commander) for the rear organizes the rear directly and bears responsibility for the preparation of the transportation routes, for the timely delivery of materiel by all means of transport, for evacuation, and for the materiel, technical, medical, and other types of support to subordinate services.

He must constantly know the operational (combat) situation, where subordinate units and facilities are located, what their status is, and what they are doing; he must be ready at all times to independently arrive at a decision and report to the formation commander (commander) on any matter of rear services support within his scope of activity, and to personally assign tasks and skilfully guide the actions of subordinate rear services units and facilities.

The instructions of the deputy formation commander (commander) for the rear on matters of rear services organization, materiel delivery using all types of transport, and supplying of troops (forces) by subordinate services are binding on all the chiefs of branch arms (forces), special troops, and services as well as on the commanders of subordinate formations (commanders of large units and units).

54. The deputy formation commander (commander) for the rear organizes his work in close contact with the formation (large unit) staff and the

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chiefs of the branch arms, special troops, and services. He must keep the formation (large unit) chief of staff informed on the troop supply status, on the status of the transportation routes and delivery, and on changes in the rear situation, and coordinate with him the most important instructions on the support of the troops (forces).

55. The deputy formation commander (commander) for the rear controls the rear personally and through the rear staff of the formation. The rear staff is the fundamental rear services control organ. Its most important duty is to organize the rear services support of the troops (forces) in good time and to provide continuous control of the rear services.

The rear staff (the organization and planning department) carries out all of its work based on the decisions and instructions of the deputy formation commander for the rear and of the higher rear staff.

The chief of the rear staff is first deputy to the chief of the rear. Only the chief of the rear staff (chief of the organization and planning department) has the authority to issue instructions in the name of the deputy formation commander for the rear.

The chief of the rear staff (of the organization and planning department) must always be ready to report to the deputy formation commander for the rear -- at the latter's request or when the need arises -- on the rear situation, his conclusions from it, and his proposals on support of the troops (forces) in the operation (during the conduct of combat actions).

In its practical work, the rear staff (organization and planning department) cooperates closely with the formation staff and the directorates (departments) of the chiefs of the branch arms, special troops, and services.

56. The chiefs of the branch arms, special troops, and services control materiel and technical support directly, each according to his specialty, and they bear full responsibility for this support.

They organize the continuous supplying of troops (forces) with materiel, the requisitioning, receipt, accounting for it, and distribution of it; the repair and recovery of damaged and unserviceable equipment and its timely return to service; they directly control the work of subordinate rear services units and facilities, their preparation, deployment, relocation, protection, defense, and security; they systematically monitor

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the proper expenditure of materiel and the technical condition, servicing, care (storage), accounting for, and repair of weapons and equipment.

The chiefs of the branch arms, special troops, and services carry out their work in close contact with the deputy formation commander (commander) for the rear and the formation's rear staff. They keep the deputy formation commander for the rear informed in a timely manner on the supply status of the troops (forces), submit requests to him for the delivery of materiel and for evacuation using all types of transport, and participate in drawing up directives (orders) on the rear services and measures for organizing the rear services, delivery, and evacuation.

57. The nature and sequence of the work of the deputy formation commander (commander) for the rear, the rear staff, and the chiefs of the services, and also the number and content of the documents drawn up for control of the rear services, are determined in accordance with the tasks, the conditions of the situation, the availability of time, and the special features in the employment of the operational formations (large units) of the branches of the Armed Forces.

Upon ascertaining the tasks and assessing the situation, the deputy formation commander for the rear arrives at a decision on the organization of rear services support.

The content of the decision depends on the tasks of the rear services of the formations of each branch of the Armed Forces and on the specific situation.

58. In conformity with the decision and instructions of the deputy formation commander for the rear, the rear staff and the chiefs of the services work out, plan, and organize the accomplishment of the measures for supporting the troops (forces).

When organizing rear services support, they work out only those necessary documents without which the planned measures cannot be successfully implemented. //

The content of directives (orders), instructions, and planning documents must be maximally clear and concise, setting forth those data and instructions which are needed to clarify the assigned tasks, to arrive at decisions, and to prepare to support the troops.

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59. The stability of control of the rear services depends to a considerable degree on the proper organization of rear control posts, their positioning, equipping, protection, and security, and also on the rational distribution of work among personnel and the strict observance of established procedures.

Control of the rear services of formations of the Air Defense (Antimissile Defense) Forces of the Country and of the Navy usually is exercised from permanent rear control posts prepared in all respects in peacetime. Control of the rear in the Rocket Forces is organized from the command posts.

Rear control organs and rear control posts must always be ready under any situational conditions to rapidly assume command over newly activated and incoming rear services large units, units, and subunits.

60. Communications to control the rear are organized within the overall communications system of the formation (large unit). This being the case, provisions are made to use both separate independent links and common communications channels. To ensure control of rear services large units, units, and facilities when preparing an operation (combat actions) and while it is being conducted, radio, radio-relay, wire, and messenger communications means are employed. The principal means providing control of the operational rear services in an operation are radio and radio-relay communications, and also messenger means.

For communications with rear services units and facilities supporting rocket troops the overall system of communications is used, with a top-priority allocation of means and channels. In certain cases special means and direct communications channels are allocated for this purpose.

61. The widespread introduction into the rear control system of means of mechanization and automation (electronic computers, means of minor mechanization, and others) will considerably facilitate the work of officers and speed up the performance of all the work of rear services support of the troops (forces).

#### Political work in the operational rear services

62. Under conditions of modern warfare the importance of the morale and political consciousness of the personnel of rear control organs and rear services large units, units, and facilities increases immeasurably. The most important responsibility of all commanders (chiefs) and political

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workers is for the conduct of political work with personnel of the operational rear services, for their political and military indoctrination, for continuous communication with subordinates, for a comprehensive and thorough study and knowledge of their attitudes and political, combat, and morale qualities, and for concern to satisfy the inquiries and needs of the personnel.

63. Political work must be directed toward determined and consistent implementation in the Armed Forces of the requirements of the Program of the Communist Party of the Soviet Union and the policy of the Communist Party, toward increasing the combat effectiveness and readiness of rear services large units, units, and facilities and strengthening the political-morale status and conscientious military discipline of their personnel; toward having them expertly master weapons and equipment, toward enhancing their military skills, and having them fulfil the tasks of rear services support for the troops (forces) in all situations in a timely and competent manner.

64. The military councils and political directorates of fronts, military districts, and fleets, and the military councils of armies and flotillas are fully responsible for the organization, direction, and status of party-political work in the operational rear.

The deputy commander for the rear of a front, military district, or fleet, and the deputy commanders for the rear of armies or flotillas bear full responsibility for political work in rear services large units, units, and facilities, and also for the political-morale status and military discipline of their personnel.

The chief of the political department of the rear of a front, military district, fleet, and the chief of the political department of an army or flotilla directly organize and carry out political work in the operational rear and are responsible to the deputy commander for the rear of the front, military district, and fleet, to the commanders of armies or flotillas, and to higher political organs.

65. The content, forms, and methods of political work in the operational rear are determined according to the overall requirements for it in the combat situation, taking into account the characteristics of the troop actions on the battlefield and the specific tasks of rear services support for the troops (forces) under combat conditions.

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66. Political work in the operational rear has the principal purpose of indoctrinating personnel in the spirit of socialist patriotism, boundless devotion to the cause of communism, to their people, to their homeland, to the Communist Party and the Soviet Government, and to the entire commonwealth of socialist countries; in the spirit of the friendship and fraternity of the peoples of the USSR, of proletarian internationalism, of fidelity to their military duty and military oath, of constant readiness to devote all of their strength, and if required, to give up their life in defense of the Soviet Homeland and the countries of the socialist camp.

The principal tasks of political work in the operational rear are:

- to explain to personnel the role and importance of the rear services in present-day war, the demands placed upon the operational rear services, and also the need for each serviceman to be a personal example in fulfilling his service duties;

- to mobilize servicemen to carry out in a timely and competent way the measures directed toward ensuring rear services large units, units, and facilities are positioned in a dispersed manner and are relocated and deployed in an organized manner and quickly; and toward preserving their survivability and maintaining their constant readiness to successfully accomplish the tasks of rear services support for the troops (forces) in operations;

- to develop in personnel continuous and superior vigilance and a feeling of responsibility to ensure rear services large units, units, and facilities are reliably camouflaged, protected, defended, and guarded and that their penetration by spies and saboteurs is blocked; and to suppress and unmask hostile propaganda and any possible enemy provocations;

- to sustain in personnel an inexorable will and determination to courageously and aggressively take action under rapid and frequent changes in the situation, under conditions of the employment of weapons of mass destruction, when large zones of contamination and destruction are present; and also to opportunely, skilfully and quickly eliminate the aftereffects of enemy nuclear strikes against installations in the operational rear; and to decisively suppress possible feelings of panic among personnel;

- to mobilize the personnel of missile technical units to strictly observe established security requirements, to maintain missile weapons in full serviceability and readiness for use, to carefully assemble prepared missiles and deliver them to the troops on time, to most strictly carry out transportation rules and safety techniques when handling missiles, nuclear warheads, and missile propellant;

- to develop in supply base personnel a feeling of great responsibility for the safekeeping and care of materiel, for preparing it rapidly for shipment, loading and unloading;

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-- to mobilize servicemen of the railroad and road troops and of the military transportation organs for the skilful and rapid performance of work to restore rail and motor roads and to eliminate demolished installations on them, and also to carry out military shipments in a timely and organized manner;

-- to increase the responsibility of personnel of motor transport large units and units for the uninterrupted delivery of needed materiel to the troops under complex situational conditions and aggressive enemy action against the roads and transport means;

-- to mobilize the personnel of repair and recovery units and facilities for the quickest possible rehabilitation of damaged and unserviceable equipment when an operation (combat actions) is being prepared and conducted;

-- to strengthen the responsibility of commanders at all levels and of personnel of the medical service for maintaining the combat effectiveness and improving the health of servicemen, for the timely rendering of medical assistance to the wounded and sick and for their evacuation, and for their effective medical treatment and rapid return to duty;

-- to develop in rear services personnel a constant striving to find new and improved methods of providing rear services support to the troops (forces) and perseveringly introduce them into working practice;

-- to establish and maintain the proper relationships of rear services organs with the local population, to show concern for the preservation of public and private property, of historical monuments and cultural treasures located in the areas of actions of rear services large units, units, and facilities;

-- to show constant concern for the timely commendation and presentation of awards to servicemen, workers, and employees who have distinguished themselves in fulfilling the tasks of rear services support for the troops (forces).

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## CHAPTER 2

### PRINCIPLES OF THE ORGANIZATION OF THE REAR SERVICES OF THE GROUND FORCES

67. The employment of nuclear weapons and other means of mass destruction has drastically altered the nature of the operations of the Ground Forces and the circumstances and methods of their rear services support.

For the successful conduct of an operation it is necessary to establish and constantly replenish the reserves of materiel with the troops, prepare transportation routes, rapidly restore damaged equipment, take effective steps to render medical assistance, treat the wounded and sick and rapidly return them to duty, and ensure the high survivability and constant readiness of the rear services to operate and to maneuver their forces and means.

The operational rear services must concentrate their main efforts first of all on supporting front (army) rocket troops and attack groupings.

68. The operational rear services of the Ground Forces are made up of the rear services large units, units, and facilities with reserves of materiel which form a part of the fronts and armies and are designated to support them.

Front rear services are the fundamental, decisive link in the system of operational rear services.

Army rear services possess mobility and are capable of moving forward behind the troops on a timely basis, supporting them under any situational conditions without having to deploy for an extended period of time.

✓  
((Corps do not have organic rear services.)) The divisions within their complement are supported directly by the front or army rear services. In certain cases front (army) rear services units and facilities can be attached to a corps for reinforcement.

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Rear services large units, units, and facilities

69. The front (army) rear services large units, units and facilities are: the missile technical units; front and army bases; road, railroad, motor transport, and pipeline large units and units; repair and recovery units; hospital bases and other medical units and facilities; servicing units; mobile field bakeries and meat processing plants; veterinary, bath and laundry, and military postal facilities; field military trade and State Bank facilities, and others.

To support the work of the operational rear services, rear security units and engineer, chemical, and communications units are employed.

70. Under missile technical units we classify front and army mobile missile technical bases and surface-to-air missile technical bases, and also front separate missile transport battalions.

Front (army) missile technical units are subordinate to the chief of the missile and artillery armament service of the front (army).

Mobile missile technical bases receive and maintain reserves of missiles and warheads, they check, assemble, and mate them and deliver them to the troops; they accomplish the technical servicing, repair, and evacuation of unserviceable missiles and warheads; and furthermore, front mobile missile technical bases bring up missile propellant from front depots (depot branches), store it, monitor its quality, and fuel up the missiles.

Surface-to-air missile technical bases are intended for the receipt and maintenance of surface-to-air missile reserves; they assemble, check, fuel them with propellant, deliver them to the troops, carry out technical servicing, and repair and evacuate unserviceable missiles; they bring up missile propellant from front depots (depot branches), store it, and monitor its quality.

Separate missile transport battalions are intended for the receipt and maintenance of missile and warhead reserves and of the component parts of these, and for delivering them to front and army mobile missile technical bases for assembly, and in certain cases also for delivering them directly to missile (surface-to-air missile) large units and units.

71. Front (mobile army) bases are made up of depots, servicing units, and base headquarters. They are intended for the receipt, maintenance,

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security, and issuing of materiel reserves as well as for the receipt of items evacuated from the troops.

Front bases, depending on their positioning in the rear zone, can be forward or rear bases. The composition of forward or rear base headquarters is the same.

Front (mobile army) bases are directly subordinate to the deputy front (army) commander for the rear.

Depots are subordinate to the chiefs of the appropriate front (army) services; but in matters concerning their placement, relocation, garrison service, protection, defense, security, and the organization of loading and unloading work, they are subordinate to the chief of the front (mobile army) base headquarters.

72. Large units and units of railroad troops (railroad brigades, railroad bridge and maintenance regiments, and track, bridge, and other railroad battalions) and special contingents from civilian ministries attached to them (lead and bridge restoration trains, etc.) are intended for the restoration, construction, technical coverage, maintenance, and obstacle defense of rail lines. They are subordinate to the chief of railroad troops of the front. RR

Maintenance contingents of the Ministry of Railways of the USSR (military maintenance directorates and departments, locomotive columns, etc.) and separate railroad maintenance regiments are assigned for the technical maintenance of front railroads. RR

From the operational standpoint, railroad troops and special contingents are subordinate to the front commander, but in respect to special matters, they are subordinate to the appropriate transportation ministry. RR

73. Large units and units of road troops are assigned for the repair, restoration, and construction of motor roads, for maintaining them in trafficable condition, and for performing road traffic control duty on them. They are subordinate to the chief of the military transportation service and immediately subordinate to the chief of the motor road service of the front (army).

74. Large units and units of motor transport troops (motor transport delivery brigades and battalions) are designated for the delivery of

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materiel and also for the evacuation of wounded and sick and of items not needed by the troops. They are subordinate to the chief of the military transportation service of the front (army); the chief of the motor transport service of the rear exercises direct control over the motor transport large units and units of a front.

75. The large units, units, and facilities of the fuel supply service are designated as follows:

- pipeline large units and units -- for delivering the basic types of fuel to the troops;
- missile propellant delivery units and subunits -- for supplying missile propellant components at the front level;
- repair and rehabilitation companies -- for restoring demolished depots, fuel dumps, and stationary mainline pipelines;
- missile propellant and fuel laboratories -- for monitoring the quality of the fuel and of the missile propellant components;
- mobile oil regenerating stations -- for recovering expended lubricating oils in order to use them again for their direct function.

Large units, units, and facilities of the fuel supply service are subordinate to the chief of the fuel supply directorate (department) of a front (army).

76. Repair and recovery units and facilities are intended for the repair and recovery of weapons, armored, motor vehicle-tractor, and other types of equipment and military stores.

Separate tank dismantling battalions are designated for the dismantling of tanks which cannot be rehabilitated.

Repair and recovery units and facilities are subordinate to the chiefs of the corresponding services of the front (army).

77. Medical units and facilities are designated as follows:

- medical treatment-evacuation (field mobile, sorting, and evacuation hospitals, separate medical detachments, etc.) -- for the receipt, rendering of medical assistance, medical treatment, and preparation for subsequent evacuation of the wounded and sick;
- medical transport (military medical trains, ships, and ambulance patrols, medical motor transport companies, medical air transport regiments) -- for the evacuation of the wounded and sick;
- sanitary antiepidemic detachments -- for the organization and conduct of sanitary hygiene and antiepidemic measures in the zone of the

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front (army).

Medical units and facilities are subordinate to the chief of the military medical directorate (department). Medical air transport units are subordinate to the air army commander, but on matters concerning the evacuation of the wounded and sick they carry out the instructions of the chief of the military medical directorate of the front.

78. The front rear security division is intended for the security and defense of the front's key lines of transportation and certain particularly important rear services installations, for the implementation of measures to combat hostile subversive activities, for maintenance of the prescribed order in the rear area, as well as for the organization of army prisoner of war points and front prisoner of war camps, for the guarding and escorting of prisoners of war within the confines of the front's boundaries, and for the handing over of these prisoners to the pertinent organs.

The front rear security division is subordinate to the front commander, and for direct control and monitoring of the performance of its tasks it is subordinate to the deputy front commander for the rear.

79. Separate servicing units and subunits are intended for the accomplishment of loading and unloading work and of measures for the protection and security of front (army) depots, for the performance of provost and traffic control duty in base areas, and for the support of personnel of base headquarters and of depots being serviced which do not have administrative subunits.

Separate servicing units and subunits are subordinate to the chiefs of the front (army) base headquarters. Their distribution among bases and allocation to temporary transshipment areas is done by decision of the deputy front commander for the rear.

80. Separate engineer units (subunits) of the rear are intended for the performance of engineer work to protect rear services personnel and materiel reserves. As a rule, they perform the most difficult work requiring specially trained personnel and the use of engineer equipment.

Separate rear chemical defense units (subunits) are intended for the conduct of radiation and chemical reconnaissance, for the monitoring of the radioactive irradiation of personnel and of the level of contamination with radioactive and toxic agents, and for the rendering of assistance in carrying out decontamination treatment.

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Separate rear communications units (subunits) are intended for the organization of communications and the support of the control of the front (army) rear.

Rear engineer and chemical defense units are subordinate to the deputy commander for the rear, but rear communications units are directly subordinate to the chief of staff of the rear.

81. Field meat processing plants are intended for the upkeep, slaughter, and processing of livestock under field conditions; mobile field bakeries, for the baking of bread for the troops; and grain processing sections, for the processing of flour and cereals under field conditions. They are subordinate to the chief of the rations supply directorate (department) of the front (army).

82. Veterinary facilities (veterinary-epizootic detachments and veterinary laboratories) are subordinate to the chief of the military veterinary service of the front and are designated for the conduct of veterinary preventive and antiepidemic measures, laboratory-diagnostic research, and veterinary sanitary examinations.

83. Bath-laundry decontamination and bath-decontamination trains are intended for the decontamination treatment of personnel and the decontamination of their underwear and clothing, the sanitary hygiene servicing of military units and facilities located in the areas of railroad centers and stations, and in addition, bath-laundry decontamination trains are intended for the laundering of underwear received from the troops.

Mechanized field laundry detachments are designated for the laundering and mending of underwear and also for the impregnation of underwear with antiparasitic means.

Bath-laundry facilities are subordinate to the chief of the clothing supply department of the front, who organizes bath and laundry servicing for the troops.

84. The front checking laboratory is intended for the checking and adjustment of radiotechnical, electrical measuring, and thermotechnical instruments and mechanical measuring instruments, as well as the checking of the sources of ionizing emissions. It is subordinate to the front's chief of the inspection of measuring instruments and, as a rule, it performs its work in the troop concentration areas, allocating the necessary forces and means for this.

85. Field military trade facilities (trade directorates and departments, trade and procurement bases and manufacturing enterprises) are intended for the trade and personal servicing of the troops and the organization of the feeding of officers and employees of the front (army) field headquarters.

The military trade organization is subordinate to the deputy front (army) commander for the rear, but on special trade matters, it is guided by the instructions of the chief of the higher military trade organ.

86. Military postal facilities (military postal sorting posts, postal bases, and post offices) are subordinate to the chief of the communications troops of the front (army) and are designated for the receipt, forwarding, and delivery of all types of mail, periodical and other publications mailed to the troops, as well as for the receipt and forwarding of mail to the rear.

87. Field facilities of the State Bank of the USSR are intended to provide the troops with cash and to perform transactions on current and budgetary accounts, deposit transactions, and transactions with captured and confiscated foreign currency and precious metals.

They are subordinate from the operational standpoint to the front commander (army commander); but on matters concerning their specialty, to the chiefs of the higher organs of the State Bank of the USSR.

#### Deployment of the rear services

88. The deployment of the front rear services in order to support the troops in operations is carried out in the rear zone of the front. Mobile rear services units and facilities of the front can be located directly within the zones of actions of the armies.

A rear zone is assigned in order to establish responsibility for the maintenance of order in the troop rear area and for the implementation of protection, defense, and security measures, for the positioning and work of rear services large units, units, and facilities; for the maintenance of all types of reserves; and for the utilization of the transportation routes and local means.

In offensive operations, rear zones are not assigned to armies as a rule; army rear services units and facilities in the zones of actions of the armies are assigned disposition areas and axes of relocation. In

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defensive operations armies have rear zones assigned to them.

89. The front rear zone includes a territory with its rail, motor and water routes, airfields, pipelines, communications lines, and local means.

A front rear zone is limited on the right and left by demarcation lines, and at the rear by the front's rear boundary, which are established by the General Staff, and in the frontline direction it extends up to the disposition areas of the mobile army bases (in a defense -- up to the rear boundaries of the armies).

An army rear zone is limited on the right and left by demarcation lines, and at the rear by the army's rear boundary, which are established by the front commander, and in the frontline direction it extends up to the disposition areas of the division depots.

90. Formations and large units of other branches of the Armed Forces, and also the second-echelon armies and reserves of a front (army) organize their own rear services within the front (army) rear zone and use its transportation routes. The disposition areas of the rear services units and facilities of these formations (large units), and also the necessary limit on the traffic and carrying capacity of the transportation routes for their operational and supply movements are established by the deputy front (army) commander for the rear on instructions of the commander.

In certain cases, at the instruction of the General Staff, rear zones are assigned to naval bases, a fleet, or a flotilla for the purpose of establishing a fleet's responsibility for maintaining order in a rear area and for the execution of protection, defense, and security measures.

91. Taking into account the principal axes of actions of the troops, the rear services of a front (army) are deployed along the entire width of the rear zone and echeloned in depth, concentrating their main efforts on supporting the main troop grouping. In order to reduce the losses from enemy weapons of mass destruction, we must avoid deploying the bulk of the rear services forces and means on the same axis on which the troops are operating. Rear services units and facilities can be situated clear of the axis of the main attack in areas which permit their timely movement forward and uninterrupted support of the troops during the operation.

The disposition (deployment) areas for rear services units and facilities and their relocation procedure are determined by the chiefs of the branch arms, special troops, and services in coordination with the

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deputy commander for the rear.

92. Missile technical units are positioned in the rear zone on the principal axes of actions of the missile units and large units taking into account the nature of the terrain, the availability and condition of the roads, and also the uninterrupted supplying of missile armament to the troops.

93. Forward front bases usually are deployed on restored sections of the railroads. In the depots of the forward front bases is kept materiel needed to replenish the reserves in mobile army bases and to directly support troops located in the vicinity of these bases.

When necessary, forward front bases can be deployed on the ground and away from the railroads, and base branches may also be allocated to the axes of actions of the troops.

94. Rear front bases are positioned in the depth of the front rear zone on the principal axes of supply by rail (water) transport and are intended for the maintenance of the established reserves of materiel needed to replenish the forward front bases and to support the troops of the front's second echelons and reserves.

When necessary, rear front bases can make base branches available.

95. A mobile army base, depending on the situation, is moved up behind the troops or deployed on the axis of actions of the main troop grouping, allocating to other axes a portion of its transport with reserves and servicing subunits as well as a base headquarters operations group (section) with communications means.

The mobile army bases (their branches) of an air army are deployed, as a rule, on two railroad lines or on the ground with due regard for the dispersed basing of the aviation.

96. The headquarters of a front (mobile army) base is positioned where it can best ensure continuous control of the base, as a rule, in the disposition area of the principal grouping of depots with their reserves of materiel.

97. Hospital bases are situated, echeloned throughout the depth of the front rear zone, on two or three axes near the principal evacuation routes. Their function is to receive the wounded and sick, provide them

with trained and specialized medical assistance and treatment, and prepare them for subsequent evacuation.

The composition of each hospital base may include mobile field hospitals (surgical, therapeutic, neurological, infectious disease hospitals, light casualty hospitals, and sorting and evacuation hospitals. Each hospital base can make available one or two base branches. The work of a hospital base is directed by the hospital base headquarters or by one of its branches.

98. Repair units and facilities, which rehabilitate damaged and unserviceable equipment, are deployed in the areas where this equipment is concentrated and at the damaged vehicle collection points.

Recovery units and subunits evacuate equipment to the areas where repair means are located and to railroad stations (ports) for consignment to repair plants and industrial enterprises of the country.

99. The relocation of rear services units and facilities is carried out: in offensive operations when it is necessary to bring reserves and other rear services means up closer to the troops; in defensive operations when the enemy penetrates deeply into the defense; and also when rear services installations are moved out from under enemy strikes and out of zones of heavy contamination.

In all cases, the relocation of rear services units and facilities must be subordinated to the requirement that the troops be supported on a timely basis.

100. The rear services support of separate (army) corps within the front complement is organized and carried out by front forces and means.

In doing so, provisions are made:

- to deploy branches of forward front bases on the axes of actions of the corps;
- to prepare and maintain front motor roads on separate axes up to the disposition areas of the division depots (areas of division transport carrying reserves);
- to deliver materiel by motor and air transport directly to the divisions of a corps;
- to establish, when preparing combat actions, mobile reserves of materiel on front transport which follows behind the battle formations of the divisions;

-- to allocate, when necessary, forces and means from the complement of front road troops in order to support the movement of columns of motor transport delivery units;

-- to deploy front mobile repair and recovery units in order to perform running and medium repair of weapons and equipment directly within the zones of actions of the corps;

-- to move forward and deploy separate medical detachments and branches of front hospital bases and also groups of mobile field hospitals behind the advancing corps in order to evacuate the wounded and sick from the divisions and units, to provide them trained medical assistance and treatment; and

-- to strengthen the defense and security of the disposition areas of rear services units and facilities and also of the motor transport columns on the line of travel on the dissociated axes of actions of the corps.

In certain cases, front rear services units and facilities can be temporarily attached to a separate corps operating on an independent axis. In doing so, they are used as directed by the corps command.

#### Protection, defense and security

101. Protection against weapons of mass destruction, defense, and security of the rear of a front (army) include:

- protection against nuclear, chemical, and bacteriological weapons;
- defense of installations against enemy air, ground, and sea attack;
- close-in security of rear services units and facilities, the guarding of installations on the transportation routes, and the covering of transport on the lines of travel;
- camouflage measures; and
- firefighting measures.

102. The principal objectives of the protection, defense, and security of the operational rear services are:

- missile technical units and missile propellant depots, front depots and mobile army depots, hospital bases, and other rear services units and facilities;
- major installations on rail and motor roads and waterways, airfields, and pipelines;
- regulating stations (ports), their branches, unloading stations (ports), shipping terminals, and transshipment areas; and
- the front (army) rear control post and the communications centers and lines.

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103. Measures for the protection, defense, and security of the rear are worked out by the deputy commander for the rear together with the front (army) staff and are implemented by rear services large units, units, and facilities, by rear security units of the front, and also by forces and means additionally detailed when necessary by orders of the front commander (army commander).

104. When commanders (chiefs) of rear services large units and units (facilities) are directly organizing the protection, defense, and security of their units and facilities, they must ensure these are able to work continuously under the action of enemy nuclear weapons and other means of destruction and also when areas of the terrain are heavily contaminated with radioactivity.

105. The protection of the operational rear services against weapons of mass destruction is achieved:

- by dispersing and camouflaging rear services installations and by exploiting to the utmost the protective characteristics of the terrain;
- by preparing from the engineer standpoint the terrain in the areas where rear services units and facilities and materiel reserves are positioned;
- by periodically changing the disposition areas of mobile rear services units and facilities;
- by warning rear services large units, units, and facilities in a timely manner about radioactive, chemical, and bacterial contamination;
- by conducting continuous radiation, chemical, and bacteriological reconnaissance;
- by selecting the most expedient methods of negotiating zones of contamination and by ensuring the protection of personnel during prolonged actions on contaminated terrain;
- by monitoring the radioactive irradiation of the personnel;
- by carrying out sanitary hygiene and special prophylactic measures in the front (army) rear; and
- by providing rear services units and facilities with means of protection and by using them in time.

After the enemy employs weapons of mass destruction, their aftereffects are eliminated.

106. When organizing the protection of the rear against weapons of mass destruction, special attention must be devoted to the dispersal, sheltering, and camouflage of missile technical units and of missile propellant, fuel, ammunition, and rations depots, and also to the

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protection of hospitals and of the wounded and sick located in them. For the positioning of rear services units and facilities we select alternate areas in addition to the primary ones.

107. The warning of rear services units and facilities about radioactive, chemical, and bacterial contamination is organized by the rear staff and carried out using prescribed signals over all working communications channels. Within rear services units and facilities, warning is organized by their own commanders and chiefs.

108. Radiation, chemical, and bacteriological reconnaissance in the front (army) rear zone is organized for the purpose of obtaining data on the contamination of the terrain and air with radioactive and toxic agents and bacteriological means, and it is carried out by subunits of the chemical troops and chemical units of the rear and by reconnaissance patrols and observation posts of rear services units and facilities; and bacteriological reconnaissance is conducted in addition by forces and means of the medical and veterinary services. To conduct reconnaissance the readings of automatic sensors are used; and, in large areas of contamination and on the transportation routes, helicopters and aircraft equipped with radiation reconnaissance instruments are used as well.

The rear staff of the front (army) must systematically keep a record of the means of mass destruction employed by the enemy against our troops and rear installations and of the areas of contamination and the radiation levels within them; it must know the direction and speed of the wind, quickly assess the radiation situation and prepare proposals on which the deputy commander for the rear can base his decision. The rear staff receives essential data on the situation from the front (army) staff and the staffs of road, railroad, and pipeline large units and of chemical and other rear services units.

A map of the radiation and chemical situation is kept in the rear staff of the front (army).

The positioning, work, and relocation of rear services units and facilities and the supply of materiel must be organized taking into account the zones and levels of radiation in the rear zone (area).

109. Medical treatment-evacuation and antiepidemic measures are carried out in rear services units and facilities by the rear services units and facilities themselves and also by front (army) medical facilities (units) specially dispatched to the centers of destruction.

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110. The providing of rear services units and facilities with individual means of protection is organized by the front (army) chief of chemical troops. The chiefs of the services and the commanders (chiefs) of rear services units (facilities) are obligated to take all steps to promptly and fully provide their subordinate units and facilities with means of protection and to maintain them in constant readiness and serviceability.

111. Should the enemy deliver nuclear and other strikes against installations of the operational rear, the deputy front (army) commander for the rear, the rear staff, and the chiefs of the branch arms, special troops, and services of the front (army) must immediately take the necessary steps to restore the disrupted control over subordinate units and facilities and to restore their readiness to continue performing the tasks of supporting the troops.

For this purpose communications are quickly reestablished with the rear services units and facilities subjected to enemy attack, their status, working capacity, and personnel and materiel losses are ascertained; their transport and other equipment are put in order, installations (shelters) and access roads are restored, rear services units and facilities are replenished with all necessities, and their tasks are refined.

If the situation requires, rear services units and facilities are removed to newly assigned areas where they organize their work.

After rear services units and facilities have moved out of the contaminated areas, complete decontamination treatment is carried out within them outside the new disposition areas.

112. Rescue work and fire extinguishing during elimination of the aftereffects of an enemy attack are carried out by special teams from the rear services units and facilities themselves, and, when necessary, by forces and means of the rear and of the troops additionally detailed for this purpose.

113. When eliminating the aftereffects of an enemy attack on rail and motor roads (waterways), the through movement of transport across or around areas of destruction is opened up first.

Radioactive, chemical, and biological decontamination of contaminated installations and rolling stock (ships, motor vehicles) on the transportation routes is accomplished by technical coverage units and

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contingents and the maintenance personnel of the respective contaminated installations.

114. Personnel decontamination treatment, radioactive, chemical and biological decontamination of materiel and equipment are carried out at decontamination points (sites) set up by forces and means of the rear services units and facilities as well as by front (army) chemical units (subunits).

When the personnel of rear services large units, units, and facilities undergo decontamination treatment, the replacement of contaminated clothing, underwear, footwear, and gear is done by using the exchange reserves of individual equipment kept in the units and subunits of chemical troops that set up the decontamination points as well as in the medical treatment facilities of the front.

115. Radioactive, chemical, and biological decontamination of materiel reserves is carried out, depending on the extent of contamination and on the situation, at the depots at decontamination sites or at decontamination points set up by the chemical troops. In case of slight contamination, materiel urgently needed by the troops is usually removed to new areas where its decontamination and delivery to troops is organized. Reserves located in heavily contaminated areas may remain there until the radiation levels drop to safe amounts. Personnel remaining to guard the reserves are accommodated in protective shelters.

Complete decontamination of the clothing, underwear, and gear of the personnel of rear services units and facilities is done at chemical and general decontamination points set up by subunits of the chemical troops as well as in medical units and facilities as contaminated clothing is received from the sick and wounded.

116. During shipments by railroad and waterways, radioactive (chemical, biological) decontamination of materiel, equipment, and goods is done: partial decontamination on the route of travel by teams accompanying the cargo, and complete decontamination, upon arrival of the transports at destination points.

Radioactive (chemical, biological) decontamination of materiel and motor transport contaminated during delivery by motor road is done: partial decontamination, by the personnel of the transport subunits after leaving the contaminated area, and complete decontamination, as a rule, at decontamination points after arrival at the destination sites.

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The decontamination points on rail and motor roads are, as a rule, organized in advance.

117. Measures to protect rear installations against weapons of mass destruction are organized and implemented in close cooperation with the civil defense staffs, forces, and means situated in the rear zone of the front.

In support of the front rear services, civil defense subunits and units can conduct radiation, chemical, and bacteriological reconnaissance; warn rear organs about contaminated terrain in the rear zone; participate in carrying out sanitary hygiene and special prophylactic measures in front rear services units and facilities; provide assistance in securing and defending transportation routes and communications lines and in eliminating the aftereffects of the enemy's employment of weapons of mass destruction against rear installations.

Front rear services organs, in support of civil defense forces, can inform them about the radiation, chemical, and bacteriological situation in the rear zone; provide assistance in moving civil defense forces and means on the front's transportation routes, in accomplishing rescue and urgent emergency restoration work in the centers of destruction, in providing the population with water when water sources are contaminated, in supplying them with medical items, and in carrying out medical treatment-evacuation and antiepidemic measures among the local population.

118. The air defense of rear installations is organized and implemented within the overall system of the air defense of front (army) troops.

/// Air cover for railway troop trains which do not have their own organic air defense means, for transports carrying materiel, and for military medical trains is provided by units and subunits of the air defense of troop trains.

When necessary, troop subunits are detailed to escort columns of motor transport subunits on the route of travel.

119. The measures for defense against the air, ground, and sea enemy that are implemented in rear services units and facilities include:

-- the organization of observation, communications, and warning, and the assembling and actions of personnel when there is a combat alert signal;

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- the assignment of subunits on alert and of other forces and means also to combat enemy parachutists and groups;
- the constant readiness of all rear services units and facilities to repel an enemy attack and their organized and resolute actions to destroy him;
- the utilization of the protective features of the terrain when rear services units and facilities are being positioned, and the preparation of shelters and positions;
- the camouflaging of the locations of rear services units and facilities, especially from the air enemy; and
- the elimination of the aftereffects of an enemy attack.

Combat against enemy airborne landing forces in the front (army) rear zone is waged by second-echelon troops and the reserves as well as by forces and means of rear services units and facilities.

120. The close-in security of rear services units and facilities is accomplished by their own forces and means.

The guarding of important installations on the transportation routes RR and other installations and combat against enemy sabotage groups in the front's rear zone are performed by units of the front rear security division.

When assigning tasks to the front rear security division, the deputy front commander for the rear specifies: the key rear installations and transportation lines of the front which must be placed under special guard; the measures to combat hostile subversive activity in the front's rear area; the lines on which it is necessary to organize the outpost service and also the sites for the check points; the places where army prisoner of war points and front prisoner of war camps are to be located; and the division command post and the procedure for organizing communications.

The commander of the front rear security division works out and submits for approval a plan on the security and defense of the front's rear area using the division's forces and means, and he also reports to the deputy commander for the rear on the status and combat activities of the division's units.

121. Camouflage of the rear services installations of a front (army) is achieved:

- by exploiting the camouflaging properties of the terrain;
- by dispersing and sheltering rear services objects;

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- by using organic and improvised means of camouflage;
- by carrying out antiradar measures;
- by using darkness and conditions of poor visibility to supply materiel and relocate rear services units and facilities;
- by using smoke means;
- by setting up dummy rear services installations and simulating their operation; and
- by strictly observing camouflage and blackout measures and the rules of secure troop control.

4 Dummy rear services installations are set up in conformity with the front (army) operational camouflage plan.

The measures for camouflaging rear services installations are carried out by forces and means of the rear services units and facilities. To camouflage major rear services installations, the front commander (army commander) may decide to detail special units (subunits).

122. Firefighting measures at rear services installations include:
- observing fire safety rules at the installation;
  - establishing firefighting teams, reserves of water, and other fire-extinguishing means;
  - training personnel of rear services units and facilities in measures to prevent and extinguish fires and in the handling of firefighting stock and equipment;
  - storing in a dispersed manner and digging in inflammable stores and, when necessary, clearing the area of readily inflammable items and fireproofing the buildings; and
  - maintaining firefighting equipment and stock in a serviceable condition and in constant readiness for action.

Organs of control of the rear services of a front (army)

123. The front commander (army commander) exercises control over rear services support personally, through the front (army) staff and his deputy for the rear, and also through the chiefs of the branch arms. The deputy front (army) commander for the rear is charged with:

- the organization of the front (army) rear services in an operation;
- the supplying of the troops with missile propellant, fuel, rations, and other materiel through the services subordinate to him;
- the preparation, restoration, and technical coverage of the front (army) transportation routes;
- the organization of the delivery of materiel with all types of

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transport;

- technical support through subordinate services;
- medical and veterinary support;
- the utilization of local resources as well as captured equipment for the needs of the front (army);
- the evacuation of equipment;
- the trade and personal servicing of the troops; and
- supervision over the measuring instruments of front troops.

A special concern of the deputy front (army) commander for the rear is to ensure the uninterrupted supply of missiles, nuclear and other special means, missile propellant, fuel, and ammunition; and also to ensure the timely rendering of medical assistance within centers of destruction and the timely evacuation of the wounded and sick from among the troops.

124. The front (army) rear staff must always know the operational and rear situation and provide the deputy commander for the rear with the data needed to arrive at a decision. The principal tasks of the rear staff are: to work out and implement measures for organizing the rear services and for ensuring the stable operation of transport in operations; to plan rear services support; to provide timely transmission of rear services tasks to executors and to monitor performance of the tasks; to keep the services informed on the rear situation and to organize their cooperation in the work of rear services support; to organize the protection of the operational rear against weapons of mass destruction and also organize its defense and security.

The rear staff also is charged with: organizing the rear control post, its positioning, relocation, and reliable communications; organizing the combat training and special training of the rear services organs subordinate to the deputy front (army) commander for the rear; studying and disseminating to the troops war experience relating to matters of rear services support; drawing up directives (orders) pertaining to the rear services; and submitting summaries (reports) on the rear services at specified times.

125. The chief of the missile and artillery armament directorate (department) is subordinate to the chief of rocket troops and artillery of the front (army). He is directly responsible for the timely supplying of troops with missile, artillery, and radar equipment and ammunition, for the delivery of missiles and warheads by special motor transport, and for the proper employment of missile technical and other subordinate units and facilities.

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The chief of the missile and artillery armament directorate (department) works out, in conjunction with the staff of the rocket troops and artillery and the chief of the air defense troops of the front (army), proposals for providing the troops with missile weapons and for employing missile technical units; he plans and organizes the supplying of troops with missiles, warheads, ground equipment, artillery and radar equipment, and ammunition and artillery materiel; he organizes the delivery of missiles and warheads by special motor transport; he organizes the technical servicing, repair, and evacuation of missile, artillery, and radar equipment, and monitors the correctness of their maintenance, care, and storage.

126. The chief of the fuel supply directorate (department) is subordinate to the deputy front (army) commander for the rear and is responsible for the timely supplying of troops with missile propellant and fuel, for the correct employment of pipeline large units, special transport, and other subordinate facilities.

He develops proposals and plans and organizes the supplying of troops with missile propellant, fuel, and technical equipment; the delivery of missile propellant by special transport and the feeding of fuel through pipelines; the proper storage of missile propellant and fuel and the monitoring of their quality; and the technical servicing, repair, and evacuation of technical means and equipment of the fuel supply service.

127. The assistant front (army) commander for armored and motor vehicle-tractor equipment supervises the armored and motor vehicle-tractor equipment directorates (departments) and is responsible for the condition of armored and motor vehicle-tractor equipment, for its timely rehabilitation while operations are being prepared and conducted, for supervision over the technical training of tank troops and vehicle-tractor training of the troops, and for the correct employment and constant readiness of subordinate repair and recovery units and facilities.

The chief of the armored equipment directorate (department) of the front (army) is responsible for maintaining armored equipment in constant technical serviceability and readiness for action and for providing it with technical support in operations.

He works out proposals on fully equipping the troops with armored equipment and organizes its proper utilization, storage, evacuation, and repair; he organizes the timely supplying of troops with armored equipment, the correct employment and preparation of armored repair and recovery

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units, and the technical training of tank troop personnel.

The chief of the motor vehicle-tractor equipment directorate (department) is responsible for maintaining motor vehicle-tractor equipment in constant technical serviceability and readiness for action and for its technical support in operations.

He works out proposals and plans and organizes: the full equipping of troops with motor vehicle-tractor equipment; the technical servicing, repair, and evacuation of trucks, prime movers, transporters, tractors, and tractor trailers; the proper employment and preparation of motor vehicle-tractor repair and recovery units, and the motor vehicle-tractor training of troop personnel.

128. The chief of military transportation of a front (army) is subordinate to the deputy front (army) commander for the rear and is responsible for the timely carrying out of military shipments by rail, water, motor, and air transport in the front (army) zone, for the preparation of motor roads, regulating and unloading stations (ports, wharves), and for the correct employment of motor transport and road troops.

He prepares proposals on the preparation, utilization, and technical coverage of the transportation routes in order to accomplish all types of military shipments, he plans and organizes military shipments by rail, water, motor, and air transport, and monitors these shipments.

129. The chief of the railroad troops of the front is subordinate to the front commander. He is responsible for the timely accomplishment of the tasks of the front command for the restoration, construction, technical coverage, and obstacle defense of front railroads, and for the proper employment of railroad troops and the special contingents attached to them. In addition, the chief of the railroad troops of the front ensures the temporary operation of restored forward sections until these are turned over to the operating organizations. RR

130. The chief of the military medical directorate (department) of a front (army) is subordinate to the deputy front (army) commander for the rear and is responsible for the medical support of the troops.

He prepares proposals on medical support for the troops in operations and plans and organizes the conduct of medical treatment-evacuation, sanitary hygiene and antiepidemic measures, and medical measures for

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protecting troops against weapons of mass destruction.

131. The chiefs of the other directorates (departments) and supply services prepare proposals and plan and organize support for the troops according to their particular service as well as the storage, repair, and procurement from local resources of the corresponding materiel.

132. The chiefs of the branch arms, special troops, and services must organize the combat training and special training of subordinate rear services units and facilities; they must study, synthesize, and utilize the experience of their respective type of support, provide assistance to the troops in mastering the new weapons and equipment being introduced to replace those in the hands of the troops, and analyze the economy of the theaters of military operations for the purpose of identifying and exploiting local resources.

When an operation is being prepared and conducted the chiefs of the branch arms, special troops, and services coordinate with the deputy front (army) commander the most important measures of support for the troops and issue the necessary instructions and orders to subordinate organs in line with their specialty, and submit the prescribed reports to their senior commanders.

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CHAPTER 3

TRANSPORTATION ROUTES AND THE DELIVERY OF MATERIEL

Transportation routes

133. Railroads, motor roads, waterways, and transport aviation air routes located in a front's zone and used to move troops and all types of military shipments constitute the transportation routes of the front.

134. The preparation of transportation routes includes: the selection of lines for the shipments, special stations, ports, and airfields; the restoration, construction, and technical coverage of transportation routes; and the carrying out of measures to increase the survivability of the routes and ensure the continuity of shipments.

135. Within the railroad network of a front are prepared principal axial and lateral lines. \*In a front there must be not less than two axial railroad lines which have separate access to the network immediately behind the front and which extend to the zone of forthcoming actions of front troops. The lateral lines must extend to the railroads of adjacent fronts.

\* 136. On the principal railroad lines regulating stations (RS) are organized near the front's rear area boundary in order to receive incoming transport, process it, and subsequently forward it in accordance with its destination. Because these stations may be destroyed, alternate regulating stations are prepared, which in certain cases may be located outside the boundaries of the front's rear zone. When there is a need to disperse the work of having trains remmarshalled, regulating station branches are detailed.

Regulating and alternate regulating stations are designated by General Staff directive and regulating station branches are designated by a front rear services directive.

\* In regulating stations neither the unloading and loading of troops and military stores nor the stopover for supplies of troop trains and ambulance trains is permitted.

137. When waterways and water crossing equipment are available in the front zone, they are prepared and used for military shipments. On those

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inland waterways and maritime routes on which a front can receive materiel, regulating ports (RP) are designated by General Staff directive.

In regulating ports the transshipment of cargo from one type of transport to another can be done.

138. Unloading stations (ports, landing stages) are designated for missile technical units, front and army bases, naval bases, depots, and also for large units subordinate to the front, for air technical large units (units), and for Air Defense Forces of the Country.

As a rule, for missile technical units and missile propellant depots, separate unloading stations and port sectors are allocated.

Unloading stations and ports (landing stages) are allocated by the front directive on rear services or by separate instructions from the deputy front commander for the rear.

Troop unloading (loading) areas are designated by orders of the front (army) chief of staff, and when shipments are centralized -- by General Staff directive.

In order to decontaminate rolling stock, special railroad stations are selected and specially prepared.

\* 139. The restoration and construction of front railroads are accomplished by railroad troops and special contingents attached to them on the scale and within the time periods fixed by the front commander in accordance with the front's railroad shipment requirements, the development of the railroad network, the extent and nature of its destruction, and the forces and means available to restore it.

140. The selection of railroad lines for restoration must be done with regard for the provision of shipments in the operation being conducted and in subsequent ones, the technical condition, the probable amount and nature of destruction, the availability of forces and means, the possibility of using isolated sections, and subsequent through traffic.

141. The restoration and construction of front railroads includes:  
-- technical reconnaissance of the railroads;  
-- mine removal, and when necessary, radioactive and chemical decontamination and clearing of the railroad sections and installations which are to be restored;

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- restoration of bridges, tracks, and other structures and buildings needed so that trains can move freely with the prescribed traffic capacity;
- development of railroad junctions and stations for regulating and unloading stations, and also development of stations when organizing temporary transshipment areas;
- construction of separate connecting railroad sections, spur tracks, and bypasses around railroad junctions, major stations, and bridges;
- enlargement of the traffic capacity of individual railroad sections and lines;
- restoration and construction of permanent overhead (cable) communications lines and communications centers along the restored railroads; and
- advance construction of approaches to the places where floating railroad bridges are laid.

142. The restoration and construction of railroads are done according to a plan which is developed by the chief of the railroad troops of the front, coordinated with the chief of military transportation in the process of being worked out, and reported to the deputy front commander for the rear for approval by the commander.

This plan stipulates: the railroad lines to be restored during the operation, their main technical characteristics, and the probable amount and nature of destruction; the placement and employment of railroad troops and special contingents during the preparation and course of the operation; the sequence of the restoration of lines, with an indication of the places and times required; materiel support of the work; the measures for protection, defense, and security of the railroad troops, attached special contingents, and of the sections and installations being restored.

The plan also includes matters of technical coverage, increasing the traffic capacity of the railroads, and other measures carried out by the railroad troops.

143. When necessary, additional forces and means (motor transport, work forces, helicopters) can be placed at the disposal of the chief of the railroad troops to do restoration work and conduct technical reconnaissance.

144. Restoring inland waterways and seaports and setting up temporary loading and unloading points on them are accomplished by contingents of the transportation construction organs and also by river and maritime transport organs. When necessary, engineer units and subunits and other special

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units and subunits of the front or fleet (flotilla) can be enlisted for this purpose.

The tasks of restoring inland waterways are worked out by the chief of the directorate of military transportation of the front.

The restoration plan is developed by the organs accomplishing the restoration; it is coordinated with the front's chief of military transportation, and reported to the deputy front commander for the rear for approval by the commander.

The restoration of seaports to support a front and a fleet is accomplished in accordance with a plan approved by the front and fleet commands which sets forth the installations to be restored, the specified times for this, and the forces and means allocated.

145. Supporting with materiel the work of the restoration, construction, and technical coverage of railroads (waterways) is carried out by exploiting local resources and by deliveries from the rear area. Fuel is allocated from front resources.

The shipment of reconstruction materials to the installations being restored is incorporated into the plan of centralized and internal front shipments. The motor roads of the front and its armies to be used for motor transport shipments of reconstruction materials, as well as the procedure for their use, are indicated to the chief of the railroad troops.

Captured railroad materials, stores, and equipment, and also captured fuel depots located in the zone in which railroads are allotted are handed over through the front's captured equipment organs to the railroad troops for their use.

146. In order to speed up the restoration of transportation routes, it is very important to seize enemy railroads and transportation installations undamaged, as well as serviceable rolling stock and ships.

Proposals on preventing the enemy from destroying key railroad installations are developed by the chief of the railroad troops jointly with the chief of military transportation of the front, but such proposals on the rest of the transportation installations are developed by the chief of military transportation of the front, reported to the deputy front commander for the rear, and submitted to the front commander.

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The proposals indicate the key installations in the enemy's rear (bridges, tunnels, junctions, ports, etc.) which must be captured undamaged and also the enemy's road demolition means which have been discovered and are to be destroyed.

147. Proposals on organizing the technical coverage of railroads and waterways and the allocation of responsibility for this coverage among the operating organs, railroad troops, and restoration contingents are prepared by the chief of military transportation of the front, and, after they have been coordinated with the interested organs, they are reported to the deputy commander for the rear for approval by the front commander.

148. Obstacle defense of the transportation routes is prepared ahead of time in conformity with the overall plan of obstacles in the zone of the front and is put into operation in conformity with the procedure established by the front commander (army commander).

The plan of railroad obstacle defense is developed by the chief of the railroad troops of the front, coordinated with the chief of military transportation and the chief of the engineer troops of the front, reported to the deputy front commander for the rear, and approved by the front commander.

The plan stipulates: the depth of the zone of obstacles; the positioning and readiness level of the obstacle barriers and obstacle areas; the types, nature, and extent of the demolitions and mining and the procedure for activating them; the time periods for the preparatory work; the requirements for forces and means; the objects of obstacle defense which are to be covered by front troops as well as those to be destroyed by order of the front commander.

The chief of the engineer troops of the front provides railroad troops with mines, explosives, and other demolitions.

149. Obstacle defense measures for inland waterways are worked out by the chief of the engineer troops and carried out by engineer troop forces and means; the obstacle defense measures for seaports in the front's territory are carried out by orders of the fleet commander.

The obstacle defense measures for waterways are coordinated with the chiefs of military transportation of the front and the fleet.

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150. The operation of front railroads and waterways is done: in the territory of the USSR and of allied states -- by forces of the local transport operating organs; in the territory liberated from the enemy -- by military operating contingents of the transport ministries and operating units of the railroad troops, with the involvement of cadres from the local transport organs.

151. The preparation of railroad (water) transport forces and means to carry out shipments is organized by the chiefs of the transport operating organs of the front (by the chief of the road or the chief of the military operating directorate, the chief of steamshipping or the chief of the military river directorate).

In doing so, provisions are made:

- to bring up to full strength and to position the operating organs;
- to work out the train (ship) movement schedules, the train marshalling plan, the technical plan, the technological working processes of the stations (ports), and the alternative regulatory measures;
- to create and position reserves of rolling stock, water crossing equipment, fuel, repair materials, and other means;
- to set up loading and unloading sites at the stations (in the ports) with sectional ramps (floating piers, sectional light bridges) and loading and unloading devices (machinery);
- to prepare railroad rolling stock and ships for military shipments, including special cargoes (missiles, warheads, missile propellant);
- to carry out measures to protect operating personnel against weapons of mass destruction and ensure the movement of trains and ships under conditions of radioactive, chemical, and bacterial contamination; and
- to implement organizational-technical measures to improve the traffic capacity of the limiting sections.

152. When organizing the operation of the front's railroads it is necessary to make provisions to use for shipments the individual isolated sections on the railroad network being operated and in the territory liberated from the enemy.

For this purpose, on the sections of the operating network which may become isolated due to enemy strikes against transport installations, the chief of the military operating directorate of the front (chief of the road) ensures the maintenance of the minimum necessary undiminished working pool of locomotives, cars, and fuel reserves and plans the procedure for operating the sections and replenishing losses in operating personnel.

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In order to operate isolated railroad sections in liberated territory, the chief of military transportation, in coordination with the operating organs and the chief of the railroad troops of the front, organizes ahead of time the allocation and movement, in case of need, of a special operations group and of restoration and operating subunits. When necessary, on such sections minor demolitions hindering train movements are eliminated, abandoned rolling stock and transport equipment is utilized, and the maximum number of local railroad cadres are brought in for the work.

The decision to use isolated railroad sections is made by the deputy front commander for the rear, based on the specific situation that has developed.

\* 153. Road support includes reconnaissance of motor roads, repair, restoration, and construction of roads and bridges and maintenance of them in a trafficable condition, technical coverage, and the organization and performance of road traffic control service.

The chief of the motor road service of the front (army) directly organizes the accomplishment of road support tasks.

154. The main and secondary motor roads in the rear zone of the front (army) are prepared by front (army) road troop forces.

Front motor roads should connect front bases with their branches and with the mobile army bases, and they should have access roads to the unloading stations, ports, materiel support airfields, disposition areas of the missile technical units, depots, and other large units and units subordinate to the front.

Army motor roads are prepared from the mobile army base to the areas where divisional transport with materiel supplies is located (divisional depots). They must also connect the disposition areas of the missile technical units with the siting areas of the missile units.

To provide for the maneuvering of troops and rear services, lateral motor roads are prepared on the line on which rear and forward front bases and army bases are located as well as along the major water obstacles.

155. The delivery of missiles, nuclear warheads, and missile propellant is carried out on the general-purpose motor roads, but in certain cases special roads can be set aside for this.

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The preparation of roads in the disposition areas of missile technical units and in the siting areas is carried out under the orders and by the forces and means of the commanders of the missile technical units and missile large units, with subunits of engineer troops brought in when necessary.

Spurs from the front (army) motor roads and access routes to the bases, depots, airfields, and other installations of the fleet or the Air Defense Forces of the Country are prepared and maintained by their forces and means.

Road support for the air army is organized by forces and means of the front utilizing air army means. In doing so, the preparation and maintenance of access roads to the disposition areas of the air army's army bases and to the depots of the air technical large units is carried out by front road units, but within these areas, this is done by air army forces and means.

\* 156. When organizing road support, provisions are made to exploit to the maximum the existing network of motor roads and to subsequently have the main roads restored to the maximum depth by the forces of each road traffic control brigade (road traffic control battalion).

The road traffic control brigade is assigned a zone in which one or two main and one or two secondary motor roads are prepared in an axial direction from the front bases and missile technical units to the mobile army bases and siting areas of the missile large units and units.

Zones are assigned to road traffic control brigades in keeping with the operational disposition of the troops, the importance of their axis of actions, the rear services organization adopted, and the availability of road troops in the front.

157. On the main roads are concentrated the principal efforts of the road troops, there are prepared alternate crossings over water obstacles and detours around difficult sectors to traverse and around major inhabited localities, and technical coverage and road traffic control service are organized, including dispatcher control of traffic.

On secondary and lateral roads the minimum necessary bridge work is done, regulating and guard posts are established at the most important locations; on the remaining sections the condition of the roads and bridges is monitored.

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158. Technical coverage of the motor roads is implemented by the forces and means of the road troops deployed on them, utilizing local road organizations. In case of need, additional front forces and means can be allocated for this purpose.

159. Maintaining the motor roads of a front (of armies) includes keeping them in a serviceable condition and also equipping them with road signs, markers, and technical lighting means.

11 // To service subunits and detachments of soldiers proceeding independently on the main motor roads of a front, the following posts are set up: rations, refueling, medical, and technical points and when necessary, rest and warming-up points. On army motor roads, servicing points are not organized.

160. In order to ensure timely, organized, and concealed movement and maintenance of established procedures, and monitor the observance of camouflage measures, road traffic control service is organized on the motor roads. The tasks of this service are: to regulate traffic; to conduct radiation and chemical observation on the roads, record and assess them; to inform troops and rear services units on structures and road sections that have been destroyed and on their radioactive, chemical, and bacterial contamination; and to transmit instructions to the officers in charge of motor transport columns and to receive reports from them.

Road traffic control units are provided with the necessary radiation and chemical reconnaissance means by the chief of the chemical troops of the front (armies).

In order to ensure dispatcher control of traffic, dispatcher points are set up in the front (army) motor road service directorate (department) and the staffs of the road traffic control brigades and battalions (in companies), and dispatcher communications are organized between them with the means of the road troops.

161. Road large units and units are provided with structural elements and materials, special road equipment, spare parts, and road equipment repairs by the production, road and bridge, and road technical bases of the front. As a rule, the materials to restore and construct roads and bridges are prepared by the road units with their own forces in the work area.

162. The road support plan is developed by the directorate (department) of military transportation and approved by the deputy front

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(army) commander for the rear.

The plan includes: the allocation of road large units and units by axes of troop actions and the assignment of zones (areas) to the road traffic control brigades (battalions); the main and secondary roads during the preparation and course of the operation; the measures for restoration, construction, technical coverage, and maintenance of motor roads and for ensuring their survivability; the extent, specified times, and sequence of the work; the organization of the materiel support, repair, and evacuation of road equipment and property; and the organization of the road traffic control service.

163. Cooperation between road troops and front (army) engineer and chemical troops is organized for the purpose of jointly preparing and using motor roads in order to move troops, conduct road reconnaissance, keep mutually informed on the condition of the roads and on the radiation and chemical situation on them, transfer road sectors and installations, use crossings, carry out the installation and removal of obstacles on the roads, and to render assistance with engineer equipment and property.

164. Materiel support airfields are prepared near the disposition areas of missile technical units and of rear and forward front bases (their branches). The distance separating the airfields from the troops must ensure that the allocated aviation most fully exploits its cargo carrying capacity and operates for the maximum length of time without a change of basing.

When it is not possible to allocate special airfields, the delivery of materiel by air transport is carried out from the air army's home airfields.

165. Airfields for military transport aviation are prepared and maintained by forces and means of the air army estimating that one or two air regiments are to be based at a single airfield; as a rule, the airfields must be ready to receive and support military transport aircraft a day before they arrive.

166. When delivering materiel to troops operating in the enemy's rear area or separated from the main forces of the front (army), the available serviceable airfields or landing strips prepared by the forces and means of the troops being supported under the technical direction of a representative of the air army's airfield engineer service are used for the landing of aviation.

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167. Materiel, airfield engineer, and radiotechnical support for military transport aviation flights in the front zone is provided by air army forces and means. When military transport aviation of the Supreme High Command is accomplishing tasks in support of a front, the rear services of the front and of the air army provide it with fuel, rations, and other combined-arms supply items and also deliver this materiel directly to the airfields.

The air army provides the aviation supply items.

Airfield technical support for military transport aviation large units and units, when they are based in the zone of a front, is carried out as follows:

-- when basing is short-term (not more than two or three days), it is accomplished by the air army's rear services forces and means; in this case, the military transport aviation delivers from the center the materiel and technical support means which the air army lacks;

-- when basing is for an extended time, it is accomplished by air technical units of the military transport aviation; in this case, the air army's rear services render the necessary help in delivering materiel, in organizing the positioning of rear services units and facilities, and in carrying out other measures.

168. Provision is made at the airfields for the dispersal, camouflage, and security of aircraft, helicopters, materiel, and personnel; for observation and warning, for the preparation of shelters and positions; and the procedures are defined for requesting covering combat aircraft as well for calling units and subunits located nearby.

When it is necessary, surface-to-air missile means can be allocated by decision of the front commander to cover airfields.

169. Measures to ensure the survivability of transportation routes and the continuity of shipments on them comprise: the construction of bypasses around the most vulnerable key installations and of alternate railroad and motor road bridges; the advance preparation and rapid deployment of temporary transshipment areas; the preparation of loading and unloading points on the open shore and the preparation of alternate airfields; the protection of the transportation routes and transport means against weapons of mass destruction, their security and defense, and also the preparation and employment of forces and means to eliminate the aftereffects of the enemy's employment of weapons of mass destruction.

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170. Temporary transshipment areas on front railroads and waterways are organized by orders of the deputy front Commander for the rear in conformity with the commander's decision.

As a rule, the chief of military transportation of the front exercises control over the operation of the temporary transshipment points.

The headquarters of temporary transshipment areas usually are established using organs of the front military transportation service, with the inclusion in them of officers from the services concerned.

In certain cases the headquarters of a temporary transshipment area may be established using the headquarters of a front base or a branch of it, with means of communications.

The depots (depot branches) and servicing subunits, motor transport, road, pipeline, and helicopter subunits and military commandants of unloading stations (ports) which are required to prepare and operate a temporary transshipment area are allocated by the appropriate chiefs of services of the front and are operationally subordinated to the chief of the temporary transshipment point.

#### Delivery of materiel

171. The delivery of materiel in the zone of a front is carried out with all available types of transport.

The use of all types of transport is done with due regard for the volume of the operational shipments, the delivery of materiel, the evacuation shipments, and the capabilities of each type of transport.

172. Uninterrupted delivery is achieved through timely preparation of the transportation routes and transport means to carry out shipments, allocation of the necessary forces and means and proper distribution of them, through ensuring the continuity of shipments and maintaining the survivability of transportation routes, through precise planning of all types of shipments, continuous centralized control of the transportation organs (units, large units), observance of the requirements for concealment, and through dependable protection, defense, and security of the transportation routes and transport means.

173. When organizing the delivery of materiel in an operation, the rear staff of the front (army) -- on the basis of the commander's

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instructions, the data on the troop supply status, the availability of supplies at the bases, and the capabilities of the transport -- determines the volume, specified times, and methods of bringing up materiel; allocates the volume to be delivered among the various types of transport, taking into consideration the transport that is brought in from the troops, gives delivery assignments to the chief of military transportation, informs the chiefs of the services of the adopted delivery and evacuation procedure; monitors the fulfilment of the deliveries, opportunely prepares suggestions on ensuring uninterrupted supply when transportation operations are disrupted, and ensures that transport organs, services, and supply bases work in coordination with each other.

The materiel delivery plan is drawn up by the front (army) rear staff, with organs of the military transportation service taking part.

174. The chiefs of branch arms and services of the front (army) submit requisitions for shipments at the specified times to the front (army) chief of military transportation, they ensure materiel is prepared on time for loading and shipment, and they subsequently take steps to dispatch materiel on time in conformity with changing troop requirements.

175. The chief of military transportation of the front (army), in accordance with the materiel delivery plan and the requisitions of the chiefs of the services, works out shipment plans -- to be approved by the deputy commander for the rear -- for each type of transport and issues orders to the transport organs to ensure the plan is fulfilled.

The chief of military transportation of a front (army) submits to the rear staff information on the progress of the shipments and on the condition of the transportation routes.

176. The chiefs of the headquarters of front (army) bases and their branches are obligated to: promptly inform the chiefs of depots (depot branches) on the time transport is supplied for unloading and loading; keep a record of the transport coming in to the base; provide the forces and means needed to load (unload) cargo; and monitor the timely accomplishment of loading and unloading work and the dispatch of cargo from the depots.

177. The officers in charge of front (army) depots are obligated to: promptly prepare materiel for loading, verify the amount and completeness of the loads and the good condition of the containers and packing, prepare the accompanying documents, organize the loading (unloading) and ensure that the rules for the loading (unloading) and transshipment of each type

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of materiel are observed, prevent the delay of transport in loading and unloading beyond the established time norms, and take steps to have incoming materiel moved out immediately from the unloading sites of the stations (ports, airfields).

Furthermore, when materiel is delivered by motor transport, the chiefs of depots must organize the preparation of loading and unloading areas and set up in them: waiting and assembly points for motor transport, shelters for personnel of the motor transport units and subunits, loading and unloading areas and access roads to these places so as to have two-way vehicular traffic.

178. Loading and unloading work is accomplished by servicing units (subunits) and by personnel of the depots and transport units.

In order to load and unload materiel in good time, it is necessary to use the means of mechanization, the work force, and the motor transport more fully and efficiently, maneuver them in accordance with changes in the volume of shipments, provide an adequate area for loading and unloading work, and ensure the specialization of servicing subunits.

179. When organizing delivery, special attention must be devoted to the timely delivery to the troops of missiles, warheads, and missile propellant, and to the strict observance of the regulations on their transporting, servicing, and safety equipment, and of the requirements for security and secrecy.

Missiles and warheads are delivered to front regulating stations (ports, airfields) and then to the unloading stations (ports) by rail and motor (water, air) transport; from the unloading stations, ports, and airfields they are delivered to the missile assembly areas by front missile technical unit means.

180. Operational-tactical missiles are delivered to the missile large units and units subordinate to the front or army by special motor transport of the front missile technical units in assembled form, but tactical missiles are delivered to the armies in unassembled form.

In certain cases warheads that have been assembled and checked may be delivered to missile large units and units without having been mated to missiles.

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181. Assembled missiles are delivered to divisions using means of army missile technical units. Missile large units and units subordinate to a front or army can deliver missiles using their own means.

182. Missile propellant is delivered to the regulating stations (front depots) and then to the unloading stations by special rail (motor) transport; from the unloading stations to the front depots (depot branches) it is delivered by missile propellant delivery motor transport units of the front; from front depots (depot branches) to the missile technical units it is delivered by the transport of these units.

183. Used for the shipment of missiles and warheads are special or adapted (modified) railroad cars (flatcars), motor vehicle prime movers with general-purpose semi-trailers and transport-and-loading vehicles, motor vehicles that are fitted out specially or conventionally, conventional seagoing and river transport, and specially fitted-out transport aircraft and helicopters. Ancillary equipment and elements, if not stowed in the same container with the missile, are shipped in special packing along with the missiles on the same railroad cars, ships, motor vehicles, and aircraft (helicopters).

Missile propellant is shipped in special railroad and motor vehicle tank cars, special tankers and remodeled barges, specially equipped aircraft, and also in containers on conventional means of transport.

After special transport has delivered missiles, warheads, and missile propellant, it must be returned speedily in accordance with its affiliation.

184. Rail and water transport is used to deliver materiel: from the center to the regulating stations (their branches) and ports in accordance with the center's plans; from regulating stations and ports to the unloading stations and ports in accordance with front plans.

The forwarding of transport at regulating stations and ports is carried out by orders of the front chief of military transportation in conformity with the instructions of the deputy front commander for the rear and the requisitions of the services.

185. Rolling stock and ships are supplied for loading in accordance with the rail and water transport shipment plans and the requisitions of the consignors, who receive the orders for consignment of materiel from the chiefs of the pertinent services or from the headquarters of the bases.

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Based on these requisitions and shipment plans, the military transportation and transport organs work out the daily plans to provide rolling stock and water crossing equipment for loading.

186. The movement of trains and ships under conditions of the radioactive contamination of rail and water routes of transportation can be discontinued by operating organs by agreement with military transportation organs only in the event that personnel proceeding on the trains (train brigade, personnel of the trains and transports) may receive a dangerous radiation dose upon passing through the contaminated sector.

187. Motor transport is used to deliver materiel as follows: from rear bases to forward front bases and their branches, from forward front bases (base branches) to mobile army bases, and from front to army missile technical units -- according to front plans and using front means; from mobile army bases and army missile technical units to large units (units) -- according to army plans and using army means.

In case of necessity, materiel can be delivered by front motor transport to the large units, bypassing mobile army bases.

Motor transport of the armies can be called upon to deliver materiel from front bases and their branches directly to the large units; troop motor transport can be called upon for delivery from mobile army bases and also from forward front bases and their branches.

The chief of the motor transport service of the rear exercises direct control over motor transport.

188. In compliance with the motor transport shipment plan, the chief of the motor transport service of the rear assigns tasks to motor transport delivery large units and units, informs the chiefs of the services of the order and times required to fulfil their requisitions for motor transport shipments, and sends them extracts of the plan or pertinent orders.

The front (army) motor road service directorate (department) obtains from the plan the necessary data to organize traffic on the motor roads, and the headquarters of front (army) bases obtain the data for organizing the loading and unloading of materiel.

The shipment of missile propellant by special delivery transport is planned and organized by the front (army) fuel supply directorate (department).

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189. When assigning tasks to motor transport units and large units, continuity and specialization in shipments are observed and motor transport units are not allowed to be shifted frequently from one axis to another nor switched to the shipment of other types of cargo. It is advisable to use motor transport units to deliver materiel from the same bases to specific formations, large units, and groupings.

Motor transport returning empty to the rear is used first of all to evacuate the wounded and sick.

190. When motor transport large units and units are bringing up materiel, control is exercised over them by the chief of military transportation from the rear control post of the front (army) using the organic means of communication of the motor transport and road troops.

191. The commanders of motor transport large units (units) are responsible for the timely and precise accomplishment of shipping assignments and for the security of the materiel being shipped and they ensure that subordinate motor transport units (subunits) are constantly ready for work.

Officers in charge of columns must know thoroughly the main and alternate movement routes of the columns, they must carry out strictly prescribed movement procedures on motor roads, ensure the security of the cargo being shipped and its delivery to its destination at the prescribed time, and take skilful action when the enemy attacks or they are in contaminated zones.

192. Air transport is used when there is an urgent need to deliver materiel to the troops and when it is not possible or expedient to make deliveries by other types of transport.

Materiel is delivered via air transport by military transport aircraft and helicopters of the front and also by individual large units and units of the military transport aviation of the Supreme High Command that have been placed at the disposal of the front commander.

Aircraft of the civil air fleet can be used to carry out shipments in accordance with the plans of the center and, under favorable conditions, in accordance with front (fleet, military district) plans.

193. Military transport aviation large units and units deliver materiel to a front to airfields (landing sites) located near the areas of

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missile technical units, rear and forward front bases, and, in certain cases, near branches of forward front bases.

Materiel delivery by air in the course of a front operation is effected primarily to large units operating while separated from the front's main forces, to missile units, airborne and amphibious landing forces, as well as to other forces when land transportation breaks down or during actions within an encirclement.

194. When the deputy front commander for the rear is organizing the delivery of materiel by air transport, he specifies to the rear staff, the chief of military transportation, and the front supply services the procedures and time periods for the preparation and delivery of materiel to the airfields and he assigns tasks to the large units and units participating in the shipment of the materiel.

195. The deadlines for preparing the materiel support airfields and for the unloading of cargo, the specified times and methods for the delivery of materiel by air transport, and also the procedure for employing military transport aviation large units and units for this purpose are determined by the deputy front commander for the rear jointly with the air army commander and the commanders of the military transport aviation large units.

In order to determine the volume, cargo delivery times, and unloading airfields (sites), when necessary, representatives of the troops being supported can be called upon. During an operation, materiel can be delivered upon request of the troop command to the areas (points) indicated by it.

196. The delivery of materiel by air transport is planned by the chief of military transportation of the front jointly with the staffs of the air army and of the military transport aviation large units, with the appropriate organs of the civil air fleet, and with the supply services participating.

The delivery plan is coordinated with the air army commander, the commanders of the military transport aviation large units, and the front chief of staff; and it is approved by the deputy front commander for the rear.

197. To directly organize the work of providing massive shipments by air transport, operations groups made up of staff officers of the rear

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services, the military transportation service, military transport aviation, the supply services, and the military medical service are assigned and placed under the command of the deputy front commander for the rear.

The operations group organizes the timely preparation of the materiel and its delivery to the airfields (sites) and aircraft, monitors the concentration of military transport aviation units, and provides for the loading and unloading work and for the reception and dispatch of the wounded and sick evacuees and of cargo according to destination. For these purposes, the required motor transport and servicing subunits are detailed and placed under the command of the chief of the operations group.

Materiel is prepared for shipment by the chiefs of the depots under the supervision of the chiefs of the appropriate services.

Parachute landing equipment is delivered beforehand from the front parachute landing equipment depot or the center's nearest parachute landing equipment depot.

\*198. To provide control over the delivery of materiel by air transport, communications are organized from the front (army) rear control post as follows: by wire or radio to the command posts of the air army and the military transport aviation, to the rear services operations groups, and to the airfields; by radio and aircraft (helicopters) to the troops being supported.

199. The unloading (collecting) of materiel is carried out by teams detailed by orders of the large unit (unit) commander; and when cargo is being delivered to the area of a mobile army base, by teams detailed by orders of the deputy army commander for the rear. Materiel must be unloaded in the shortest time possible and, as a rule, directly onto motor transport.

200. On return flights, aircraft (helicopters) are used first of all to evacuate wounded and sick and also to evacuate specimens of captured new enemy weapons, parachute landing equipment, and other items.

201. Field mainline pipelines are front means and are used according to the instructions of the deputy front commander for the rear in order to supply fuel to the main grouping of troops as far as the branches of the forward front bases, to aircraft basing areas, as well as across major water obstacles and to temporary transshipment areas.

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Pipeline routes must go, insofar as possible, over the shortest axes, near roads and trails, and bypassing inhabited localities and installations constituting fire hazards.

202. The deputy front commander for the rear determines: the axis of deployment and the deadlines for pipelines to be ready to supply fuel, the procedure to augment pipelines during an operation, the volume of fuel to be transferred, and the forces and means to be additionally allocated for the pipeline large units (units).

203. During an operation, pipeline large units and units are maneuvered by opportunely relocating them to new axes and using units in reserve to subsequently augment the pipelines.

The laying and dismantling of pipelines and the relocation of pipeline large units and units to perform the tasks are carried out by orders of the chief of the fuel supply directorate of the front in accordance with the decision of the deputy front commander for the rear.

Communications with the commanders of pipeline large units (units) are effected through the front's rear services communications net.

204. The chief of the fuel supply directorate of the front directly plans, organizes, and ensures the supplying of fuel by pipelines in accordance with the instructions of the deputy front commander for the rear.

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CHAPTER 4

MATERIEL, TECHNICAL, AND MEDICAL SUPPORT

Materiel support

205. Materiel support is organized for the purposes of maintaining the continuous combat readiness of the troops and their capabilities to successfully conduct present-day operations.

The full and timely provision of troops with the materiel required to conduct combat actions is one of the decisive factors determining the course and outcome of present-day operations.

206. Successful materiel support of troops in operations is achieved:

- by precisely planning and correctly organizing the supplying of troops with materiel;
- by continuously bringing up materiel using all types of transport;
- by maintaining materiel reserves in the necessary amounts, echeloning them properly, and moving them on a timely basis during the operation;
- by opportunely utilizing local resources and repaired and captured equipment to supply the troops;
- by the cohesive work of the rear staff and the directorates (departments) of the branch arms and supply services, and by continuously monitoring troop support;
- by the organized work of front and army bases and by relocating, protecting, and guarding them in a timely manner.

207. Materiel support of troops is organized by the deputy front (army) commander for the rear and by his subordinate chiefs of services, the chief of the missile and artillery armament service, the assistant commander for armored and motor vehicle-tractor equipment, and the chiefs of the special troops and services.

Materiel support is carried out according to the types of supply and usually according to the flow pattern: center--front--army--division--regiment.

In a front (army) the types of supply refer to the following: supplying with missile and artillery armament, ammunition, and stores; with

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missile propellant and fuel; and with armored, motor vehicle-tractor, rations, and other supplies.

208. The most important condition for continuous materiel support of troops is the advance establishment and maintenance of the necessary stocks of materiel reserves in all types of supplies. The amounts of the reserves and the procedures for echeloning them are determined by the nature of the forthcoming operation, the requirements of the troops and the capabilities of the delivery transport.

209. In order to provide materiel support, front (army) bases (depots) and missile technical units with reserves of materiel are positioned along the key axes of actions of the troops and in the depth of the front's rear zone.

The capability of mobile army bases to constantly follow behind the troops and of front bases to successively deploy their branches near the operating troop groupings makes it possible to establish a stable system of supply under all conditions of the situation.

210. By the beginning of an operation a front (army) must have established reserves of materiel that will provide for troop requirements throughout the entire front (army) operation.

Depending on the situation and the tasks being fulfilled, the materiel reserves with the troops and in army and front bases (depots) can be increased or decreased by decision of the front (army) commander within the limits of the overall amounts of reserves established for a front (army).

211. The echeloning of materiel reserves depends on the specific operational and rear services situation. The reserves established must, as a rule, provide for the conduct of combat actions as follows: troop reserves for a period of three to five days and army reserves for a period of two days.

The remaining reserves are kept in forward and rear front bases. In doing so, reserves are established in forward front bases and in their branches based on calculations of the support for particular troop groupings.

The distribution of reserves to be kept in the forward and rear front bases (their branches) is accomplished by the deputy front commander for the rear and the chiefs of the branch arms and services.

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212. The highly mobile nature of present-day operations and the rapid and drastic changes in the operational and rear services situations require great flexibility in the system of materiel support of troops and require extensive maneuvering of materiel.

When maneuvering materiel, the following can be provided for:

- the use of specially allocated materiel reserves from stocks kept in the depots;
- the rerouting of transport with materiel which is located on the line of travel;
- the redistribution of materiel among armies (large units);
- the shifting of the supplying of individual large units to other sources.

213. The materiel reserves of common designation established in a front are intended for both the support of front troops and the supplying of the large units and units of the other branches of the Armed Forces operating in the front zone. The procedure for supporting these large units and units is established by orders of the superior command and their attachment for supply purposes to bases and depots is correspondingly done by the deputy front commander for the rear and the chiefs of the branch arms and services.

214. Materiel support is planned and implemented based on the materiel resources allocated to the front (army) taking into account the troops' requirements for the operation and the reserves to be established directly with the troops and in the bases by the end of the operation in order to conduct further combat actions (a subsequent operation).

11 The principal source of supply for front (army) troops is the centralized receipt of materiel from central (front) bases, depots, arsenals, and industry. In order to support the troops extensive use is made of the local materiel resources in the rear zone of the front (army), of restored equipment, of units, assemblies, parts, instruments, and 14 equipment taken from written-off vehicles, and also of captured equipment.

215. Requirement forecasts are prepared:

- in missiles and in nuclear and other special means -- by the front (army) staff;
- in ammunition for tanks, self-propelled artillery, tube and rocket artillery -- by the staff of the rocket troops and artillery;
- in surface-to-air missiles and ammunition for antiaircraft artillery -- by the chief of air defense troops of the front (army);

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-- in missile propellant and fuel -- by the chief of the fuel supply directorate (department) of the front (army);

-- in explosives and engineer munitions -- by the chief of the engineer troops of the front (army);

-- in combat equipment and other materiel -- by the chiefs of the respective branch arms, special troops, and services.

216. The distribution of missiles and special means, the reserve of them and the deadlines for readying them, the expenditure norms for warheads, fuel, missile propellant, and when necessary, for other materiel, are established by decision of the front (army) commander.

217. Taking on newly arriving troops for supply and support is carried out on the actual day of their arrival or resubordination based on the directive (order, instruction) which transfers them to the complement of the front (army). Simultaneously with this, or subsequently, a certificate is submitted from the appropriate directorates (departments) which were previously supplying the troops.

218. Materiel is issued from bases and depots in accordance with the requisitions (orders) of the chiefs of the services. The requisitions (orders) are drawn up in accordance with troop support plans and also on the basis of the actual status of supply of the troops.

In cases where delay cannot be tolerated, materiel can be issued directly by orders of the chiefs of the depots upon requisitions from large units and units on the supply list of the front (army); the chiefs of the depots report the issuing to the appropriate chiefs of services.

Materiel can be issued through depot delivery agents or troop receiving agents. In those cases when transport belonging to subordinate formations (large units) is called upon to deliver materiel, these formations (large units) usually dispatch their receiving agents together with the transport.

219. Issues to the troops from bases and depots, from repair units, and from missile and artillery armament facilities, and the issuing of armored, motor vehicle-tractor, engineer, and other complex equipment are accomplished, as a rule, through the receiving agents (combat vehicle crews, drivers) of the large units and units.

Weapons, tanks, motor vehicles, tractors, and other types of equipment going to the troops for replenishment must be complete and in good working

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order.

The consignment of missiles, nuclear and other special means, ground equipment and missile propellant from central arsenals and bases is carried out under the guard of local rifle troops and accompanied by the delivery agent detailed by the sender. The security of the missiles, warheads, and missile propellant being transported using means belonging to missile technical units is organized by the commanders of these units using their own organic forces and means and any additionally detailed forces and means.

220. Supplying troops with water includes reconnoitering for sources of water, obtaining and purifying the water, constructing and guarding water supply points, and delivering and distributing water.

The front (army) chief of engineer troops organizes and implements with engineer troop forces and means the reconnaissance for sources of water, its extraction and purification, the construction and guarding of water supply points, and the providing of the troops with means to extract and purify water and with flexible containers to store and transport it. Reconnaissance for sources of water is carried out with the chemical and medical services participating.

The medical service monitors the sanitary condition of the sources of water and of the water supply points as well as the quality and purity of the water. The troop chemical service is charged with the chemical and radiation reconnaissance of the sources of water, with monitoring of the level of contamination, and with radiation and chemical decontamination of the terrain in the areas of the water supply points.

Delivering water for drinking, cooking, bath and laundry servicing, and other housekeeping needs is carried out by orders of and with the means of the deputy front (army) commander for the rear. Delivering water for technical and other purposes is accomplished, as a rule, by utilizing transport of the large units and units.

In areas where water is limited, with massively contaminated terrain, and under other conditions hampering water supply to the troops, the deputy front (army) commander for the rear works out jointly with the chief of the engineer troops the troop water supply plan making provisions for: reconnoitering sources of water, the forces and means detailed to extract, purify, store, and deliver water to the troops; water consumption norms, and measures to guard and maintain the sources of water.

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221. The trade and personal servicing of front (army) troops is accomplished by the military trade organs.

Field military trade organizations handle the sale of merchandise, the manufacturing-personal servicing, and also organize the feeding of front (army) field headquarters personnel in accordance with the established procedure and norms.

Field military trade organizations are on a full self-supporting basis, they have their own working means and accounts in the field facilities of the State Bank and they use bank credit.

Providing military trade organs with merchandise is done in a centralized manner and also by decentralized local procurement (bulk purchases) of foodstuffs and other goods.

222. As a rule, based on the instructions of the superior command and on the decision of the front (army) commander, procurement from local means is carried out through local government organs with payments made according to established prices.

The procurement of foodstuffs, livestock, and fodder is carried out according to the procurement plan approved by the deputy front (army) commander for the rear.

Materiel procured in place is accounted for and expended in the planned supply account according to established norms.

223. For the sake of materiel support of the troops, it will be very important to capture enemy enterprises, depots, and storage bases for fuel, foodstuffs, and other materiel. Proposals for their capture and exploitation are developed in advance by the deputy commander for the rear together with the chiefs of the branch arms and services and are submitted to the front (army) commander. |||

By orders of the deputy front commander for the rear, captured materiel which is fit for use in the troops is turned over to the appropriate front directorates (services) for disposition.

Materiel which cannot be used by the troops is supposed to be evacuated to the rear.

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Before evacuating or using the captured equipment in place, it is checked for explosive hazards and contamination, and livestock is checked for its health and freedom from contagious diseases. Foodstuffs, fodder, medicines, biological preparations, and fuel are used as supplies only after laboratory analysis, and captured livestock is used only after a veterinary inspection and evaluation by a veterinarian.

224. Timely and continuous materiel support of troops depends greatly on the mutually coordinated work of the rear staff and the directorates (departments) of the branch arms and services. In this, they first of all solve the problems of the positioning and relocation of the depots belonging to the front (army) bases, of allocating transport for the delivery of supplies, of establishing materiel reserves, and also of preparing these reserves for shipment by the different types of transport and of using loading and unloading devices.

#### Technical support

225. Successful technical support in operations is achieved:

- by the precise planning and correct organization of the measures for technical support of the troops;
- by the timely technical servicing and systematic monitoring of the condition of all types of weapons and equipment;
- by the high level of preparedness of repair and recovery units, their skilful deployment during combat actions, and the efficient use of their production capabilities;
- by concentrating the main efforts of repair and recovery units on the principal axes, by timely evacuation, and by rapidly repairing the maximum amount of damaged and unserviceable equipment;
- by the coordinated utilization of front and troop repair units;
- by the continuous supplying of troops, repair units, and facilities with spare parts, instruments, prepared units, assemblies, and parts;
- by the maximum exploitation of local production and material capabilities to repair equipment;
- by the high technical training of all personnel;
- by continuously controlling the technical support units and subunits as well as by constantly monitoring the timely and competent execution of repairs.

226. The repair of weapons and of armored, motor vehicle-tractor, and other equipment is carried out by troop and front repair means using, as a rule, prepared units, assemblies, and parts.

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Running repair is accomplished by unit and large unit repair means; medium repair -- by repair units and facilities of the front and partially by those of the large units; and major repair -- by center and front repair facilities.

Weapons and equipment which cannot be repaired by front means are sent for rehabilitation to central repair facilities or to industrial plants upon instructions of chief and central directorates.

227. Front repair and recovery means are used, as a rule, in a centralized manner. When an offensive operation is being prepared or in a defense they can be attached to the armies at full strength or by subunits.

The use of repair and recovery units must ensure weapons and equipment are quickly rehabilitated with the least time possible expended on moving them.

228. Technical support for missile weapons is organized:  
-- in combined-arms and missile large units and in missile and missile technical units -- by the commanders of these large units and units;  
-- in an army and in a front -- by the chiefs of the rocket troops and artillery, of the air defense troops, and of the departments and directorates of armored and motor vehicle-tractor equipment of the army and front, respectively.

The missile and artillery armament service is charged with organizing and carrying out the repair of the special parts of the ground equipment and the evacuation of missile weapons. The chiefs of the directorates (departments) of armored and motor vehicle-tractor equipment organize the repair of the basic tracked and wheeled vehicles which are not restored by unit and large unit means and they monitor the correct technical utilization, storage, and care of these vehicles.

Basic vehicles are forwarded to repair enterprises without their special parts, which are removed at the repair facilities of the missile and artillery armament service of a front or of the center. Repaired basic vehicles are returned to the repair facilities which removed the special parts.

Major repair of launcher special parts, radiotechnical equipment, and other ground equipment of missile weapons is accomplished in repair facilities of the missile and artillery armament service of a front and in arsenals (bases) of the center. If the special parts require medium or

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major repair but the basic vehicles require running or medium repair, then, before the ground equipment is forwarded, the basic vehicles are repaired by large unit means.

If the special parts require medium (major) repairs but the basic vehicles need running (medium) repair, then the special parts are not removed but forwarded together with the vehicles after the latter are repaired.

229. The repair of technical means of the fuel supply service is carried out as follows:

- running, and if possible, medium repair -- by troop repair units;
- major, and also medium repair which cannot be done by the troops -- by front workshops of the fuel supply service.

Motor vehicles and motor vehicle trailers on which specialized equipment of the fuel supply service is mounted (pumping stations, engine-driven pumps, and other technical means) are repaired in motor vehicle repair units and enterprises but their specialized equipment is repaired in the front workshops of the fuel supply service.

Motor vehicle and tractor engines installed on technical means of the fuel supply service are repaired in motor vehicle repair units and enterprises, but other internal combustion engines (other than those of the motor vehicles and tractors) are repaired in the workshops and repair bases of the engineer troops.

Major repair of mechanical fueling means and of fuel transporters, including the specialized equipment, is performed in a front's motor vehicle repair units and enterprises.

230. Weapons and equipment which are not to be restored, as well as those forwarded for major repair, are dropped from unit lists. Upon instructions of the chiefs of the branch arms, special troops, and services, weapons and equipment transferred for medium repair to front repair units and facilities can be dropped from unit lists.

231. The evacuation of unserviceable and damaged weapons and armored, motor vehicle-tractor, and other equipment to front (army) damaged vehicle collection points, to loading points for forwarding to the rear, or directly to repair units, facilities, and depots is carried out by front (army) recovery units and empty transport en route.

Recovery means are used as follows:

-- front means -- for the evacuation of unserviceable equipment to front damaged vehicle collection points (to front repair units and facilities) and to loading points for forwarding to the rear, and for the hauling out of bogged down equipment which, as a rule, requires the use of block and tackle gear and the accomplishment of specialized work to prepare it for evacuation;

-- army means -- for the evacuation of unserviceable equipment to army damaged vehicle collection points and for the hauling out of bogged down equipment; in certain cases they may be called upon to evacuate equipment to front damaged vehicle collection points, repair units, and repair facilities.

232. Front (army) damaged vehicle collection points are set up, as a rule, in the areas having the largest accumulation of damaged vehicles, near sources of water and near delivery and evacuation routes, in sheltered areas with convenient approaches, and remote from targets of enemy nuclear strikes.

The positioning of damaged vehicle collection points must afford the possibility of accommodating the repair unit comfortably, of carrying out repairs in a technically efficient sequential manner, of accommodating repair subunits in a dispersed manner, and of organizing protection, defense, and security.

233. Front (army) damaged vehicle collection points are set up by orders of the chiefs of the directorates (departments) of armored and motor vehicle-tractor equipment using forces and means of the front (army) recovery and repair units.

At damaged vehicle collection points the following are done:

-- damaged equipment is inspected for radioactive and toxic chemical contamination, and when necessary, it is given radioactive and chemical decontamination;

-- damaged vehicles are received, inspected, and distributed according to their types and technical condition;

-- vehicles, and the weapons and equipment installed on them, are repaired;

-- serviceable units and parts are removed from the vehicles which are to be written off;

-- damaged vehicles are prepared for further evacuation.

234. When organizing a damaged vehicle collection point, as a rule, areas are set up for: a visual examination, monitoring the levels of contamination, washing vehicles, radioactive and chemical decontamination, receiving vehicles and determining their defects, storing damaged vehicles, repairing vehicles, dismantling written-off vehicles and storing scrap metal, as well as places for storing fuel, ammunition, units, and spare parts removed from written-off vehicles, and places for accommodating personnel and recovery means.

The radioactive and chemical decontamination areas are positioned in isolation from the equipment repair areas and from the personnel accommodation sites.

235. When the enemy employs nuclear weapons, front (army) recovery and repair units and facilities are moved up closer to the areas where damaged equipment has accumulated so as to evacuate it from the contaminated zones, decontaminate it, and repair it.

As a rule, weapons and equipment are evacuated from contaminated zones after the radiation level has dropped, when personnel will not receive a radiation dose exceeding maximum tolerable norms.

#### Medical support

236. The basis of medical support of troops in operations is the organization and efficient implementation of medical treatment-evacuation measures by moving medical facilities up toward the centers of massive medical casualties in order to provide timely medical assistance and treatment to the wounded and sick in these areas.

237. Separate medical detachments of an army, in cooperation with divisional medical-sanitary battalions, receive the wounded and sick from regimental medical points or directly from the centers of destruction, render trained medical assistance depending on the vital signs shown and prepare them for evacuation (on-the-spot transfer) to front hospitals.

238. Mobile field hospitals, evacuation and sorting hospitals, and light casualty hospitals receive the wounded and sick from medical-sanitary battalions and separate medical detachments (centers of destruction), render trained and specialized medical assistance to them, provide them medical treatment, and prepare the wounded and sick requiring extended medical treatment for evacuation beyond the confines of the front.



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For the specialization of mobile field hospitals we attach to them appropriate groups from the specialized medical assistance detachments.

239. All front (army) medical units and facilities are obligated to admit wounded and sick regardless of the unit, branch arm, or branch of the Armed Forces to which they belong.

240. The number of beds in front hospital bases is prescribed by the front rear services directive and the hospitals making up these bases are prescribed by the chief of the military medical directorate of the front.

The number of separate medical detachments an army has is determined by the prescribed complement. An army can be reinforced with front medical detachments.

241. When a great number of wounded and contaminated result from the enemy's use of nuclear (chemical, bacteriological) weapons, front (army) separate medical detachments and hospitals, and when necessary, subunits of sanitary-antiepидemic detachments, are moved up toward the centers of destruction to render trained medical assistance to the wounded and contaminated. Before the detachments and hospitals arrive and deploy, assistance is rendered to the wounded and contaminated by the forces of the troop medical subunits and units.

When it is impossible, owing to the conditions of the situation, to use medical detachments and hospitals, all measures are taken to evacuate the wounded and contaminated directly to front hospital bases.

242. The evacuation of wounded and sick within a front (army) is carried out by orders of the chief of the military medical directorate of the front (army) in accordance with the plan approved by the deputy front (army) commander for the rear, and beyond the confines of the front rear zone, by orders of the center.

243. In order to evacuate the wounded and sick to front hospital bases, army and front medical motor transport, medical and other aircraft and helicopters, military ambulance trains, temporary ambulance trains and ships, and also delivery motor transport are used.

The wounded and sick are evacuated from hospital bases to areas beyond the confines of the front rear zone by regular ambulance trains and ships and on the return flights of military transport aviation units which have transported troops or materiel. Military transport aviation units can be

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specially detailed for the immediate evacuation of wounded and sick.

Evacuation reception centers are set up on railroads, waterways, and airfields in order to load (unload) the wounded and sick.

244. For the purposes of providing protection against weapons of mass destruction, the troop medical service organizes the prophylactic treatment of troop personnel injured by ionizing radiation, toxic chemical agents, and bacterial means; the observation of the injured who have retained their combat effectiveness and do not have to be sent to medical units; and the monitoring of the effectiveness of the decontamination treatment of the personnel and the thoroughness with which clothing, personal equipment, footwear, and weapons have been decontaminated.

245. Sanitary hygiene and antiepidemic measures are organized and carried out for the purpose of maintaining and improving the health of the personnel, of forestalling the appearance and spread of infectious diseases among the troops, and of localizing and eliminating centers of epidemics among the front (army) troops and among the local population.

Antiepidemic measures are carried out among the troops in the areas of combat actions, especially in territory liberated from the enemy, and also among arriving replacements, the wounded and sick that are evacuated, prisoners of war, and the local population when there arises the danger that diseases may be transmitted from the population to the troops.

246. When there exists the danger that particularly dangerous infectious diseases (plague, cholera, and others) may appear within the troops, the chief of the military medical service of a front (army) puts into effect measures preparing medical service and troop personnel on the prophylactic, clinical, and epidemiological problems of the particularly dangerous infectious diseases and of contending with them under combat conditions; he organizes a program of inoculations and the setting up of special medical facilities (infectious disease hospitals for specially dangerous infections) to isolate and treat the sick and isolate the persons who have had contact with them; he allocates special medical transport to evacuate the sick; and he establishes reserves of medical items in the medical depots.

247. When the sick suspected of being ill with a particularly dangerous infectious disease are detected, or when there are massive epizootic diseases among rodents, the chief of the military medical directorate (department) reports this immediately to the deputy front

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(army) commander for the rear and takes the necessary steps to eliminate the centers of the diseases and prevent their spreading.

As a rule, assistance is rendered on the spot to those sick with especially dangerous infectious diseases.

248. To rapidly eliminate and prevent the spreading of those centers of infectious diseases that have appeared, it is necessary to provide for:

- the dispatching to the centers of diseases of specialist doctors, mobile laboratories, and the necessary cleansing and decontaminating means, setting up infectious disease hospitals in areas where the diseases flared up so as to isolate the sick that have been detected and treat them on the spot;

- the clinical and laboratory examination of the sick for early diagnosis of the disease that has appeared and to isolate the persons who have had contact with the sick;

- the conduct of epidemiological examinations in order to detect the sources of the diseases and the ways they are spread;

- the implementation, as may be required, of observation and quarantine measures, of disinfection and delousing treatment for clothing, footwear, underwear, and personal equipment, and also of complete decontamination treatment of troop personnel;

- the carrying out, upon evidence of an epidemic, of mass inoculations of personnel and of emergency prophylactic measures;

- the reinforcement, in case of need, of the medical service of the armies (large units) with antiepidemic means;

- the carrying out, together with the veterinary service and local health service organs, of necessary measures to exterminate rodents, insects, and ticks;

- the rendering of assistance to local health service organs in eliminating infectious diseases among the local population.

249. The chief of the military medical directorate of the front exercises control over the medical facilities and units in person and through the headquarters of the front evacuation point and the headquarters of the hospital bases.

The medical support plan, approved by the deputy front (army) commander for the rear, sets forth the organization of the conduct of medical treatment-evacuation, sanitary hygiene, and antiepidemic measures; and the measures carried out by the medical service for protection against weapons of mass destruction, for utilizing medical facilities in an operation, and for supplying medical items.

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Veterinary support

250. Veterinary support in a front (army) provides for the implementation of measures to protect personnel against contagious diseases common to man and to animals, to supervise the supplying of meat to the troops, and to prevent and eliminate contagious diseases among animals.

251. Measures to safeguard personnel against contagious diseases common to man and to animals are carried out jointly with the medical service and comprise:

- the detection of centers of bacterial contamination or of animal diseases which are transmitted to man;
- the implementation, together with the medical service, of special measures for protecting personnel against diseases common to man and to animals;
- the measures for veterinary and medical sanitation in the front's rear zone, especially in territory liberated from the enemy.

252. Veterinary supervision over the supplying of meat and other animal products to the troops includes monitoring the procurement of livestock to be eaten, veterinary servicing, pre-slaughter inspection of livestock and certification of carcasses, and determining the soundness of the meat and other animal products coming in to supply the troops so as to determine the feasibility of using them for rations.

The slaughtering of livestock for meat and the issuing of meat for troop rations without veterinary inspection, supervision, and stamping is prohibited.

253. In order to prevent and eliminate animal diseases, the veterinary service reconnoiters veterinary and epizootic conditions in the rear zone and organizes: veterinary and sanitation measures, measures to prevent animal diseases and to monitor animal unkeep, feeding, and use; special antiepizootic measures; the evacuation and treatment of wounded and sick animals, and when necessary, veterinary processing of them; the examination of fodder for contamination; and the veterinary training of troop personnel who have animals.

254. Veterinary-epizootic detachments and veterinary laboratories are deployed in the rear zone of a front in order to carry out: veterinary and sanitary examination of meat and meat products, laboratory and diagnostic investigation and indication of bacterial means and toxic and radioactive agents; antiepizootic measures, and veterinary processing, treatment, and

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evacuation of animals.

255. The chief of the veterinary service of the front (veterinary inspector of the army) exercises direct control over veterinary support in a front (army) and develops the front veterinary support plan (the army's list of veterinary support measures) which is approved by the deputy commander for the rear.

The veterinary support plan (list of measures) provides for organizing: the conduct of veterinary prophylactic and antiepidemic measures, the veterinary supervision over troop meat rations, the use of veterinary facilities, the supply of equipment, and the protection of animals against weapons of mass destruction.

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## CHAPTER 5

### REAR SERVICES SUPPORT IN OFFENSIVE OPERATIONS

#### AND WHEN TROOPS ARE REGROUPING

##### When preparing an offensive operation

256. Preparing an offensive operation from the rear services standpoint in the initial period of a war usually comprises: making a decision and assigning rear services tasks; determining and doing advance planning of troop support measures; establishing the required reserves of materiel and echeloning them; providing for the movement of troops and rear services units and facilities out to the concentration areas; bringing the rear services to increased readiness; creating conditions for the rapid deployment of rear services large units, units, and facilities; preparing the theater of military operations in respect to rear services as well as preparing the rear services units and facilities, transportation routes and transport means for operation under wartime conditions; establishing reserves of rear services forces and means; carrying out measures for technical and medical support and for maintaining the survivability of the operational rear services, particularly in the initial enemy nuclear strikes; organizing rear control posts and the move to them; monitoring and providing assistance to the troops; and verifying the readiness of the rear services.

257. Organizing rear services support of troops in a forthcoming operation is carried out taking into account the specific operational-rear services situation.

After receiving the commander's instructions, the deputy front (army) commander for the rear, the chief of the rear staff and the chiefs of the services must clarify the task received, assess the situation, and work out proposals on rear services support of troops in the operation.

258. When clarifying the task it is necessary to correctly grasp the nature and objective of the forthcoming operation and the demands to be made of the rear services, their role, and their tasks.

After the task is clarified, the measures which must be carried out before making a decision are determined, the time factors are calculated,

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and the necessary preliminary instructions are issued.

In assessing the situation, the following are studied: the composition and positioning of the rear services units and facilities and their capabilities for supporting troops in the operation; the condition of the transportation routes and the materiel delivery conditions; the materiel supply status taking into consideration materiel intake; the availability and condition of weapons and equipment; the presence of wounded and sick in the troops and in medical facilities and capabilities for evacuating them; the problems of cooperating with the rear services of adjacent formations and of other branches of the armed forces; the condition of the economy of the area of actions; the probable level of enemy actions against rear services installations; the radiation, chemical, and sanitary-epidemic situation; and also the effect of the nature of the terrain, the weather, and the season of the year on the organization and operation of the rear services.

As a result of a study of the situation, the deputy front (army) commander for the rear, the chief of the rear staff, and the chiefs of the services must determine: what the rear services have available to support the troops during the preparation and conduct of the operation, under what conditions the rear services are to operate, and what measures must be carried out to eliminate factors that may impede the accomplishment of the tasks.

259. Proposals on rear services support usually are prepared on a map on the basis of brief memoranda from the rear staff and the services and of brief exchanges of opinion. It is impermissible to work out voluminous written reports and memoranda or to conduct lengthy conferences listening to the opinions and suggestions of subordinates. ///

The rear staff and the chiefs of the services must always have the necessary data on support of the troops.

260. In his instructions on rear services, the front (army) commander specifies: the tasks of the rear services during the preparation and conduct of the operation; the main axes for the deployment of front (army) bases; the deadlines for establishing reserves of materiel, their amounts, and expenditure norms; the complement of military transport aviation for the delivery of materiel to the troops; the principal measures for protection, defense, and security of the rear; the readiness deadline for the rear services; and the location of the rear control post of the front (army).

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261. The deputy front (army) commander for the rear specifies in his decision: the concept of the organization of the rear services (on what axes, in what areas, to support which front (army) grouping, and in what strength are the front (army) bases, hospital bases, and other rear services large units, units, and facilities to be deployed, and how they are to be maneuvered in the course of the operation); the allocation of materiel reserves between forward and rear front (army) bases and their branches; the tasks involved in the delivery of materiel using all means of transport, the restoration and maintenance of front (army) transportation routes, materiel support of troops through subordinate services, and medical and veterinary support; the reserves of rear services forces and means and the procedure for employing them in the operation; the tasks of protecting the rear against weapons of mass destruction and its defense and security; the organization of the control of the rear services of the front (army); and the organization of communications.

262. The tasks of rear services support of troops in an operation are conveyed to the executors by personal directions, by the front (army) directive (order) on the rear services, or by separate instructions.

The directive (order) on the rear services usually stipulates:

- on what axis and for the support of which troop groupings are the rear services to concentrate their main efforts at the beginning of the operation and during its course (taking into account the requirements for protection against weapons of mass destruction);
- the areas and times for the deployment of front (army) bases, their branches, and missile technical units, the formations (large units) they are to support, and the procedure for relocating them during the operation;
- the tasks of preparing and restoring railroads, motor roads, waterways, and materiel support airfields during the preparation and conduct of the operation;
- in what amounts and by what specific times are the principal reserves of materiel to be established in the armies (large units), front (army) bases, and materiel support airfields; the materiel expenditure norms;
- the tasks of materiel deliveries; the order of priority and types of transport with which deliveries are to be made to the armies (large units), forward front bases, base branches, and missile technical units during the preparation and conduct of the operation (in accordance with the troop tasks and phase lines);
- the tasks of medical support of the troops with instructions on the procedure for employing hospital bases (separate medical detachments) and local medical treatment facilities, and for providing medical assistance in



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the centers of mass destruction during the preparation and conduct of the operation;

- the tasks of technical support during the preparation and conduct of the operation;
- the tasks of protection against weapons of mass destruction and of defense and security of the rear services;
- the readiness deadline for the rear services;
- the time and place of deployment of the rear control post and its axis of relocation.

The directive (order) on the rear services is signed by the commander and chief of staff of the front (army) and the deputy commander for the rear. Instructions on the rear services are issued by the deputy commander for the rear.

263. Rear services support in an operation is planned and organized ahead of time taking into consideration the available forces and means and the possible variants of troop actions.

264. In the plan of rear services support of the front (army) troops the procedure and methods of fulfilling the assigned tasks usually are clearly specified. The plan usually indicates:

- the demarcation lines of the front (army) rear zone;
- the composition and deployment areas of the forward and rear front bases, of their branches (army rear services units), and of the missile technical units; the troop groupings they are to support; and the procedure and specified times for relocating them;
- the distribution of forces and means and the specified times and procedure for the accomplishment of the tasks of preparing, maintaining, and restoring railroads, motor roads, waterways, and materiel support airfields; the axes and specified times for the deployment of the field mainline pipelines; the measures for ensuring the stable operation of the transportation routes during the preparation and conduct of the operation;
- the materiel supply status of front (army) troops for the various tasks in the operation taking into consideration intake and consumption; the allocation of reserves between forward and rear front bases and their branches;
- the volume, priorities, and specified times for the delivery of materiel to the formations (large units) and bases; the types of transport by which the shipments are to be accomplished; the utilization of the transport of the armies (large units) at the front (army) level;
- the estimated medical casualties; the number, capacity, and procedure for the utilization of the hospital bases, base branches, and

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separate medical detachments during the preparation and conduct of the operation; the procedure for evacuating the wounded and sick; the measures for augmenting the available beds in the front and for exploiting local medical treatment resources;

-- the distribution of forces and means and the procedure for accomplishing the tasks of protecting the rear against weapons of mass destruction and for its defense and security;

-- the organization of rear services control.

The plan is worked out primarily on a map with the necessary explanations and calculations. It is approved by the front (army) commander. Plans for supporting troops through the services are approved by senior commanders according to the chain of command.

When necessary, separate support plans can be worked out for the rocket troops, the tank army, and airborne and amphibious landing forces.

265. Plans for the support of an operation in the initial period of a war, in addition to making provisions for conventional problems, also provide for measures for bringing the rear services to full combat readiness, activating and employing new rear services units and facilities, ensuring the troops are fully mobilized, and for protecting the operational rear against the enemy's initial strikes.

Plans and preparatory measures must be refined on a timely basis, taking changes in the situation into consideration.

266. Rear services measures when preparing an operation are carried out covertly, with strict observance of camouflage requirements.

When preparing an operation for the initial period of a war, the warning system for rear services large units, units, and facilities and their action procedures following a combat alert and warning signals are worked out with special thoroughness, measures are carried out to ensure the survivability of the transportation routes and of transport and to ensure the operating effectiveness of the rear services, and forces and means are prepared to eliminate the aftereffects of an enemy attack.

Measures are taken: to prevent the enemy from destroying transportation routes (railroad tunnels, major bridges) and other key rear area installations and from capturing them in a serviceable condition, to rapidly rehabilitate transportation installations, provide for shipments across major water obstacles, and to prepare forces and means for the

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organization of temporary transshipment areas, of technical coverage for the roads, and of the conduct of radiation, chemical, and bacteriological reconnaissance in the rear zone.

267. Bringing the rear services to increased readiness is carried out simultaneously with the troops and in accordance with a previously established procedure. In doing so, provisions are made to quickly transmit signals and instructions to rear services units and facilities putting into effect a condition of threat and placing them on combat alert, to move them out from their permanent deployment and concentration areas in good time, to disperse materiel reserves, to refine the rear services tasks and assign new ones when necessary, and to move the staff and services to the rear control post.

Special attention is devoted to ensuring the continuity of control and communications while the rear control post is being organized and while rear services units and facilities are being relocated to new areas.

268. Before an operation is initiated, materiel reserves are dispersed to the maximum and brought up near the troops on the axes of their forthcoming actions. The reserves are moved out to previously prepared areas; a part of them can be kept on railroad rolling stock, on motor transport, and on amphibious means.

The dispersal of reserves is carried out first of all from the major bases and depots which are less protected and are located near possible targets for enemy nuclear attack.

The dispersal plan provides for: the areas (sites) where the materiel reserves are to be moved and positioned, the allocation of transport, work forces, and means of mechanizing loading and unloading work, the measures for ensuring the concealment, protection, and security of the materiel when it is being shipped and when it is in the dispersal areas (sites).

269. In accordance with instructions of the front commander, his deputy for the rear refines the organization of the rear services and the tasks of materiel, technical, and medical support of the troops, restoration and technical coverage of transportation routes, the organization of supply, and rear services control.

270. When combined-arms and tank armies move out, their rear services units and facilities, with their supplies, follow them in readiness to operate during the course of the operation. Stationary army depots and

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other facilities are transferred to the front (military district). Excess items and those that are not on the wartime table of equipment are turned over to military district depots.

Front rear services large units, units, and facilities move out and deploy as they are activated and report in.

The composition, routes, and methods of moving rear services units and facilities must be specified ahead of time and thoroughly planned.

Before front bases and other units are activated, the support of troops is handled by stationary depots, hospitals, and other facilities of border military districts and groups of forces.

271. In an offensive operation, the rear services of a front may be composed of several missile technical units and several missile propellant depots, three to four front bases, three to five railroad brigades, two to four road traffic control brigades, two to three motor transport brigades, two to four pipeline brigades, four to six hospital bases, and other rear services units and facilities.

However, in an operation of the initial period of a war, the support of front troops is organized by the limited complement of rear services units and facilities which by this time will have been activated and deployed. The efforts of the operational rear services will be concentrated on accomplishing the most important tasks. Provisions will be made for extensively maneuvering the forces and means, for exploiting to the maximum the local materiel-technical resources, and for reinforcing the rear services of the troops making the greatest progress.

Special attention is devoted to the timely complete mobilization and rapid placing into operation of motor transport columns and of medical transport, road, railroad, and other rear services large units, units, and facilities, as well as the special contingents of the transportation ministries.

272. The front rear zone is designated, as a rule, ahead of time; when preparing an operation its depth may be as much as 400 kilometers.

273. By the beginning of the operation front mobile missile technical bases will have been positioned 70 to 100 kilometers away from the front line (30 to 40 kilometers away from the siting areas of missile large units and units) in readiness to rapidly replenish the reserves of missiles and

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warheads expended while delivering (repelling) the initial strikes at the initiation of military actions.

Separate missile transport battalions are deployed by batteries in the front rear zone 10 kilometers or more away from unloading stations (ports) and materiel support airfields.

Surface-to-air missile technical units are deployed in accord with the positioning of the battle formations of the surface-to-air missile troops in areas permitting them to receive and promptly deliver missiles to the armies and units subordinate to the front.

Army missile technical units are deployed 40 to 60 kilometers away from the front line.

In addition to the primary areas for missile technical units, alternate disposition areas also are prepared for them 15 to 20 kilometers away from the primary areas.

274. Front missile propellant depots and their branches are deployed near the disposition areas of the front missile technical (missile) units; the depots assigned to receive propellant arriving from the center and to support individual large units (units) are deployed in the areas of the rear front bases.

The distance separating depots and their branches from the missile technical (missile) units during the preparation and conduct of the operation must not exceed 50 to 70 kilometers.

The special units (subunits) which deliver missile propellant are located in the areas of the front missile propellant depots.

275. Forward front bases are deployed 80 to 100 kilometers away from the front line taking into account the axes of forthcoming actions of the front groupings they are supporting.

→ Rear front bases are positioned on two to three railroad lines. ←

The mobile army bases of the first-echelon armies are brought up near the troops when an operation is being prepared and are situated in the vicinity of motor roads 40 to 60 kilometers away from the front line in readiness to move on the axes of the offensive of the large units.

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276. Railroad large units and units, depending on the situation, are deployed on restored axial and lateral railroad lines. In doing so, the major portion of their forces and means are concentrated on the forward sections of the main railroad lines in readiness to restore the railroads during the operation. A portion of the railroad troops can be used for the technical coverage of the railroad structures and sections which are most important and vulnerable to enemy actions.

277. Front road large units and units carry out their work in the zones assigned to them. Road units (subunits) detailed for technical coverage are concentrated near the installations (sections) being covered by them so that they can quickly restore them should these be placed out of action.

The reserve of road units is positioned on the forward sections of the principal motor roads in readiness to restore them during the operation.

Army road units ensure roads are kept in a trafficable condition from the mobile army bases and army missile technical units up to the divisional depots and the siting areas of army missile units. At the initiation of the offensive, the road units of the armies must be ready to support the movement of mobile army bases and of delivery transport during the operation.

278. Motor transport large units and units are positioned in the areas of front bases, or in other areas assigned to them nearer to their work projects, based on the best utilization of their transportation capabilities.

The positioning of the reserve of motor transport units must permit it to be rapidly used to carry out high priority shipments.

(279.) Field mainline pipelines can be laid down beforehand on the principal operational axes from the areas where fuel reserves are concentrated or they can be kept in the reserve in readiness to be deployed during the operation.

For the delivery of fuel, stationary pipelines are used to the maximum.

280. Materiel support in the operations of the initial period of a war is carried out by using the reserves established beforehand.

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To this end, provisions are made for advance deloyment of bases and depots of all types of supplies on the most important operational axes.

The amounts of these reserves must provide for the requirements of the troops when they are moving to the combat action areas, when they are regrouping, and when they are conducting operations to the entire depth of these areas.

Reserves are estimated for the full complement of the troop groupings deployed on a given axis and those that will come in during the operation.

Bases and depots must be dispersed, separated from other major installations, sheltered and camouflaged, and they must have sufficient space for their loading and unloading work and also have approaches that are in good condition.

281. When preparing an operation, the reserves with the troops and in the mobile army bases are loaded on motor transport in readiness to proceed behind the troops; measures are adopted to take vehicles out of reserve storage quickly, to increase their operating range, to increase the reserves of fuel on hand in the units and large units, to reinforce the troops with delivery transport, to move army (front) rear services units with timeliness behind the advancing troops, and to prepare materiel and military transport aviation for shipments by air during the operation.

282. Technical support when preparing an operation is organized in order to maintain all types of weapons and equipment in a continuously serviceable condition and ready for use and also to restore and return the maximum amount of unserviceable and damaged equipment to service before the operation is initiated.

To do this, both stationary and mobile repair means are employed.

Special attention is devoted to carrying out to the fullest extent the technical servicing of weapons and combat equipment, to increasing the range of the vehicles, and to preparing all types of equipment and vehicle crews and drivers taking into consideration the special features of the forthcoming actions.

A portion of the front repair and recovery means, or those attached to the armies, are moved up closer to the troops; they rehabilitate weapons and equipment or keep themselves in readiness for work during the operation.

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283. The principal task of medical support while preparing for an operation is to carry out in the shortest time measures ensuring medical units and facilities are ready to work during the operation and also to free medical facilities as much as possible by discharging convalescents to the troops and by evacuating to the rear the sick requiring extended periods of treatment.

Measures are taken to rapidly complete the mobilization of medical facilities so as to create by the beginning of the operation the necessary reserve of separate medical detachments and empty beds for the deployment of hospital bases during the offensive as well as a reserve of medical transport means and medical equipment.

284. Hospital bases (base branches) in the initial position are deployed 50 to 70 kilometers away from the front line near the main routes of evacuation in readiness to receive and treat the wounded and sick that come in during the first days of the operation.

Hospital bases that are not deployed are situated in a dispersed manner in the front's rear zone in readiness to move behind the troops and deploy during the operation.

The separate medical detachments of the armies, except those detailed to support divisions, are not deployed, as a rule, and are ready to move out behind the first-echelon large units in order to receive the wounded and sick from the troops during the operation. The evacuation of the wounded and sick from the troops is carried out directly to the front's stationary hospitals and hospital bases or to the separate medical detachments of an army (front) which have been deployed at the beginning of the operation to receive the wounded and sick and provide them with trained medical assistance.

During the conduct of an operation, separate medical detachments of the front can be attached to the armies.

285. Special attention is devoted to preparing the medical service for work under conditions of the massive medical casualties when the enemy delivers his initial strikes against troop groupings and the operational rear.

To do this, the required reserve of mobile medical facilities, medical personnel, and medical equipment must be kept continuously in the front to augment medical support in the areas of massive destruction.

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286. Before the organs controlling front (army) bases, hospital bases, and road, motor transport, and pipeline large units are activated, the chiefs of the appropriate front (army) services exercise direct control over the depots, hospitals, and other units.

287. Control over the front (army) rear services is exercised from the rear control post, which is headed by the deputy commander for the rear. At the rear control post are usually located the rear staff, the directorates (departments) of missile and artillery armament, military transportation, the railroad troops and armored and motor vehicle-tractor equipment, and the military medical department (service) and other departments (services) directing support of the troops but not forming a part of the complement of the command posts.

Usually a rear services operations group, made up of officers of the rear staff and of the services, with communications means, is sent to the front (army) command post. This operations group can also be detailed to direct the rear services support of troops operating on an independent (dissociated) axis.

The rear control post is organized in an area which affords continuous control of rear services large units, units, and facilities as well as communications with the command posts. The distance separating it from the command post may amount to the following: in an army -- from 10 to 15 kilometers, in a front -- from 25 to 30 kilometers.

The relocation of the rear control post is carried out by orders of the deputy commander for the rear with the approval of the front commander (army commander).

288. The communications of the front (army) rear control post are organized as follows:

- with the staff of the rear of the Armed Forces (front rear control post);
- with front (army) control posts, and also with the rear communications centers and other auxiliary communications centers deployed in the front rear zone (army zone of action);
- with the rear control posts of the armies and large units;
- with the headquarters of front (army) bases, with missile technical units, missile propellant depots, hospital bases, and other rear services large units, units, and facilities;
- with the staffs of the railroad troops and of the military transport aviation large units (units) carrying out the delivery of

materiel, with materiel support airfields, regulating stations, and temporary transshipment areas.

289. The rear control post must be in constant readiness to assume control, whenever necessary, over the combat actions of the troops. The communications, equipping, and setting up of the rear control post are organized on the basis of this requirement.

The chief of rear communications of a front (army) is responsible for the timely deployment of the communications center of the rear control post and for the organization of reliable communications with the rear services units and facilities.

290. For the control of repair and recovery units and facilities, the communications of the front (army) staff and of the rear control post are used, and a special technical support radio net can be set up.

291. The communications of the headquarters of the military transportation service of the front are established with the field and line organs of the military transportation service, with the road and motor transport large units and units, with the staff of the railroad troops, and with the organs operating the transportation. The communications of the transportation routes are used for control over military shipments.

292. The communications of the headquarters of front bases, hospital bases, and rear services large units with the units and facilities within their own complement are handled by organic communications subunits through the base and large unit communications centers utilizing channels of the general communications system of the front.

293. In order to control rear services units and facilities in which radio means are lacking or else low-powered, the common communications of the front (army) are used, and first of all the nearest auxiliary communications centers. When rear services units are widely separated from the rear control post, they can attach themselves to the communications centers of the headquarters of supply bases, road traffic control large units, and of other rear services large units so as to receive through them instructions regarding work and the transmission of reports.

294. Before an operation is initiated, rear services communications units and subunits are fully equipped with their table of equipment means. When the communications center of the rear control post is deployed, radio and radio-relay sets are situated in several groups at distances from the

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rear control post which will assure them camouflage and reliable communications.

During an offensive operation

295. When organizing rear services support during an operation, it is necessary to provide for:

- the restoration and maintenance of the transportation routes in the zones of action of the troops;
- the timely forward movement of materiel reserves and rear services units and facilities behind the attacking troops;
- the uninterrupted delivery of materiel to front (army) troops;
- the rapid rehabilitation of damaged and unserviceable weapons and equipment for the purpose of returning them to the troops;
- the organization of medical support to the entire depth of the operation;
- the implementation of measures ensuring the survivability of the operational rear;
- the restoration of reserves of rear services forces and means; ✓
- the organization of continuous control of the rear services and reliable communications;
- the comprehensive support of troops when they are moving out of the depth, being committed to action, and conducting meeting engagements and landing operations, and also the comprehensive support of troops coming into the complement of the front during the operation.

296. Motor roads are restored during the offensive based on their utilization for the movement of troops and delivery of materiel.

To ensure high rates of speed in restoring roads, provisions are made for: continuously reconnoitering the existing road network in the offensive zone of the front (army); utilizing prepared roads of the armies (large units); mechanizing road work and organizing restoration work over a wide front; procuring bridge structural elements in advance; establishing reserves of road equipment and materials; allocating motor transport; and using the reserve of road units.

297. As a rule, the principal motor roads of a front are restored and maintained thus: one per axis of action of each first-echelon army.

As the troops advance, front road large units and units take over the road sections of the armies and transfer the rear sections of the front motor roads to road units of the center or to local road organs for

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servicing.

Bridge large units and units are used in the forward sectors of the motor roads and are also used for the technical coverage of bridge installations in the rear zone of the front.

During the operation, army road units advance beforehand on the movement routes of the columns of the mobile army bases and, proceeding ahead of them on the routes, carry out reconnaissance, accomplish needed road work, and perform road traffic control service.

During the time of heavy traffic on motor roads, the road traffic control service is reinforced by using troops.

298. During the operation, and depending on available forces and means, the axial railroad lines are restored first.

The restoration of lateral railroad lines (on the line of the forward and rear front bases) is carried out as railroad troops and special contingents are released from the axial railroad lines. Under favorable conditions (limited amount of damage to the railroads, the availability of an adequate amount of forces and means, etc.), axial and lateral lines are restored simultaneously.

In order to restore railroads at high rates of speed the following are carried out: continuous technical reconnaissance and selection of railroad lines based on the tasks of the front in the operation, the amount of destruction inflicted on the railroads, and the working conditions of the rear services; the timely concentration of railroad units and special contingents on the lines to be restored; the establishment of reserves of restoration materials, structural elements, and equipment; the extensive utilization of local means and the timely delivery of materials; the expansion of work over a broad front using means of mechanization; and the combat coverage of restoration units.

The speed with which the railroads are restored is established by axes depending on their importance, the rates of advance of the troops, the extent and nature of the destruction, and the availability of forces and means.

The main forces of the railroad troops are concentrated on the restoration and technical coverage of the principal axial railroad lines.

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299. Army and front rear services units and facilities are relocated according to the development of the operation with due regard for timely troop support. The front rear zone during an operation may attain a depth of 600 to 800 kilometers or more.

During the offensive, branches of forward front bases may advance on the axis of actions of the armies.

Rear front bases, as they have the same structure as forward front bases, are moved, as a rule, to the restored railroad lines nearest the troops and are positioned ahead of previously deployed forward front bases.

This method of relocation is conducive to the extensive maneuvering of bases with materiel reserves and reduces the expenditure of means as they are relocated during the operation.

As a rule, mobile army bases are relocated behind the main forces, allocating a part of their transport carrying reserves to support the troops operating on other axes. During the offensive they must not be more than 100 kilometers behind the large units of the first echelons of the armies. As a rule, materiel reserves are not set out on the ground.

In an operation of a war's initial period, before the mobile depots report in, branches of army (front) stationary depots are moved up closer to the troops.

300. Front (army) missile technical units are relocated behind the missile large units which they have been assigned to support, allowing for continuous preparation of missiles and timely delivery of them to the troops; separate missile transport units of a front are relocated as railroads and airfields are restored.

Front missile propellant depots are relocated as the missile technical (missile) units relocate, and when the latter become separated from the railroads, depot branches are moved forward.

301. When organizing the relocation of rear services units and facilities, provisions are made to reconnoiter and prepare the new deployment areas, to allocate transport, to determine the routes, procedure and time of movement, security, and camouflage; and to conduct radiation and chemical reconnaissance on the movement routes and in the halt areas.

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302. The delivery of materiel to replenish expenditures and losses during the operation is accomplished using all types of transport and is made first of all to the rocket troops and to the troops which have had the greatest success.

From the time an operation is initiated and during its course, shipment plans (calculations) are updated in accordance with changes in the situation, in troop materiel requirements, within the axes, and in the amounts of the deliveries.

303. Motor transport large units and units are used for deliveries at all levels, and especially to deliver materiel to the troops attacking in the first echelon on the main axis.

Deliveries by motor transport during the operation are accomplished over the greatest possible distances and with the least number of transshipments.

304. For deliveries from front (army) bases it is necessary to use to the maximum the motor transport of the troops of the second echelons and reserves as well as that of the troops located in concentration areas and of those troops arriving to join the front (armies).

When there is a shortage of motor transport it is necessary to maneuver the transport reserves carrying supplies, reduce the amount of transport for intra-depot movements and for the relocation of rear services units and facilities, and bring in, by decision of the formation commander, troop line unit transport to deliver supplies.

305. The delivery of materiel to the armies during the offensive is carried out by front motor transport from the forward front bases and their branches up to the mobile army bases, and when possible, as far as the division depots.

When the troops are a considerable distance away from front bases, in order to bring supplies nearer and establish conditions for more effective utilization of army (troop) transport, base branches are moved up closer to the troops on their axes of actions.

306. The delivery of materiel to the large units is carried out by dispatching army motor transport with supplies on the movement routes of the division depots and by transferring materiel during short halts to divisional and, in certain cases, to regimental transport.

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It is advisable to make extensive use of army motor transport that has been released in delivering materiel from the branches of forward front bases directly to the large units.

For the delivery of materiel from mobile army bases large unit transport is allocated if the time required for one trip, taking into account the return of the transport to new areas, does not exceed one day.

307. For the purposes of utilizing motor transport most efficiently, it is recommended that truck trailers be exchanged when cargoes are being transferred.

To support the movement of motor transport columns road subunits can be detailed, and to guard the columns subunits can be detailed from the troops.

308. Materiel usually is delivered to rear and forward bases (base branches) by rail transport. When the railroads are damaged, bypasses around destroyed installations and isolated railroad sections are used for deliveries, temporary transshipment areas are set up, and backup delivery using other types of transport is organized.

309. When possible, for delivering materiel to the troops and for medical evacuation, river and sea transport must be used, bringing in ships of the transport fleet, auxiliary ships of a naval fleet and flotillas, local amphibious means, and ships captured from the enemy.

310. The delivery of materiel is organized by military transport aviation to troops operating a considerable distance away from supply bases, to those in encirclements, to airborne and amphibious landing forces, and as required, to other large units (units).

During the operation, the basing of military transport aviation large units (units) is shifted forward to newly assigned and prepared airfields (landing sites). Helicopter units usually are relocated to new landing sites within one to two days.

311. Pipeline large units and units usually are employed during the operation to provide fuel to the principal front groupings and also to aviation.

Field mainline pipelines are deployed on one or several lines by successively extending them and filling the completed pipeline sections

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with fuel.

Pipelines are laid down with allowance made for the delivery of fuel across major water obstacles and other obstacles and the possibility of transferring it to troop transport along the route.

312. The repair of weapons and equipment during the operation before the arrival of the activated front repair and recovery units is accomplished at stationary repair enterprises and by troop means. Equipment that has not been rehabilitated is concentrated in sheltered places where it is kept under guard until transferred to the front.

At the beginning, fully mobilized repair and recovery units are used, as a rule, on the axes of actions of the attack groupings of troops to provide for the medium repair of the equipment requiring the least amount of work. The rehabilitation of other equipment requiring medium and major repair is accomplished by front repair means as they arrive and deploy.

In order to complete the repair of equipment left behind in the former concentration areas and on the troop movement routes, repair facilities deployed from the resources of stationary equipment can be utilized.

Local enterprises and repair facilities must be utilized extensively for the rehabilitation of equipment.

313. During the offensive, the armor and motor vehicle-tractor repair units and facilities of a front move forward on the axes of actions of the troops and are deployed in full complement or by subunits at the damaged vehicle collection points.

Front workshops for repairing missile, artillery, and other types of weapons and equipment usually are deployed in the disposition areas of the front depots for the corresponding services. Some of the repair workshops are moved up closer to the troops so as to rehabilitate weapons and equipment in the areas where they were put out of action.

314. Army recovery units move up to the offensive zones of the first-echelon divisions and collect and evacuate equipment, first of all that equipment which is extremely necessary for the conduct of combat actions and which requires the least time and amount of repair work. Front repair units are informed in a timely manner of the locations of the damaged vehicle collection points.

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Repair units attached to the armies must not be separated by a distance greater than that covered in a two-day troop movement.

315. Front repair units usually are relocated after accomplishing the medium repair of the equipment concentrated in their deployment areas.

Mobile repair plants are moved up closer to the troops after they have completed the major repair of vehicles and units of equipment in their deployment areas or when it is impossible or inexpedient to deliver damaged equipment to them.

316. The principal task of medical support during the operation is to provide timely medical assistance and treatment to the wounded and sick directly in front hospital bases. The evacuation of the wounded and sick outside the boundaries of the front is drastically curtailed when the transportation routes are greatly damaged and evacuation means are limited in number.

Medical support in an operation of the war's initial period is accomplished by troop medical aid posts, separate medical detachments, and by the stationary and mobile field hospitals set up in the locality and those arriving from the interior during the operation.

When necessary, measures are taken to augment the system of beds and to exploit local medical treatment facilities.

317. During an operation hospital bases and their branches move forward successively to the axes of troop actions and deploy in areas 50 to 70 kilometers away from the front line which have the heaviest concentrations of wounded and sick.

Army medical detachments and medical-sanitary battalions of divisions move immediately behind the battle formations of the large units, and as the wounded and sick begin to appear they deploy successively in the assigned areas.

When medical detachments become filled up with wounded and sick during the offensive, they are replaced by other army (front) medical detachments which are moved up to the axes of actions of the first-echelon large units.

The evacuation of wounded from medical-sanitary battalions and separate medical detachments is accomplished by army and front medical transport directly to front hospital bases (their branches).

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Air transport is used to evacuate wounded and sick within the front and outside its boundaries.

Special attention is devoted to organizing medical treatment and evacuation measures in centers of massive destruction and in contaminated zones.

318. During an operation the reconnaissance of the sanitary and epidemic condition of the combat actions area is organized and sanitary-prophylactic and antiepidemic measures are carried out.

The protection of the rear services against weapons of mass destruction and their defense and security are increased, especially in territory liberated from the enemy.

319. When the enemy employs weapons of mass destruction against rear services installations, steps are taken to rapidly eliminate the aftereffects of the attack, to move units and facilities out of the zones of destruction and contamination into new areas, to restore their operating effectiveness, and to ensure the stable operation of the transportation routes and transport.

When accommodating rear services units and facilities, maximum use is made of the structures and shelters which the troops had prepared as well as those given up by the enemy, after checking them for contamination and mines.

320. When materiel is being delivered and rear services units and facilities relocated, as a rule areas of massive destruction and zones of heavy contamination are bypassed. When it is impossible to bypass them, they are crossed at top speed on the most accessible axes having the lowest level of radiation; in doing so, measures are taken to protect personnel and materiel from contamination. With the senior commander's approval, motor transport columns and other rear services units and facilities cross the zones of radioactive contamination after the radiation level has dropped.

When rear services units and facilities are threatened with contamination by a radioactive cloud, they are withdrawn to radiation-safe areas in a short period of time.

The staff of the front (army) rear and the chiefs of the services must send data on the radiation, chemical, and bacteriological situation to

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subordinate units and facilities in good time and also issue instructions on the procedure for their subsequent actions.

321. During an operation, special attention is devoted to ensuring continuous control and to organizing reliable communications with rear services large units, units, and facilities.

The deputy commander for the rear and the chiefs of the branch arms, special troops, and services maintain continuous communications with the front (army) staff, the rear control posts of the armies (large units), and the units and facilities; they constantly keep abreast of the operational, rear services, and radiation situation, of the supply status of the troops and of the emergence of medical casualties; they refine or assign new tasks with timeliness in accordance with changes in the situation, and they organize the maneuvering of forces and means.

Special attention is devoted to the most effective utilization of the rear services units and facilities which are in limited numbers at the beginning of the operation and those which report in during the operation.

Losses in rear services units, facilities, and reserves affecting the success of the operation are reported immediately to the front (army) commander together with proposals on measures to replace these losses.

Control of the rear services is exercised, as a rule, by separate orders and instructions, but when necessary, by directives (orders) for the rear.

322. Measures for the rear services support of troops in a subsequent operation usually are carried out during the preceding operation.

The organization of the rear services at the close of an operation must be in keeping with the concept of the new operation, and the reserves of materiel available must ensure the transition to the new operation is made without an operational pause.

323. For the purpose of assuring communications between control posts, the rear control post is relocated rapidly, covertly, and in an organized manner, usually after the command post and along the axis of its relocation.

The relocation of the rear control post to a new area is reported to the higher rear staff and to the front commander (army commander).

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To control the rear services during an operation all available means of communication, primarily radio and messenger means of communication, are used.

While the rear control post is relocating, control over the rear services and communications with the command post and the superior rear control post must not be discontinued. Provisions are made for the principal communications forces and means of a rear control post to be in two positions; in so doing, they are deployed in advance in the new area in the second position of the communications center.

324. When formations are moved up from the interior to the areas of combat actions, mobile reserves of materiel (troop and army) and the required rear services units and facilities proceed with them.

Troops on the line of travel are supplied with materiel, reserves of which are established beforehand in the troop movement zones. In doing so, front, army, and troop transport can be allocated to deliver the materiel.

Upon arrival in the assigned areas, the troop and army reserves that have been expended must be quickly replenished.

Road support of the troops is assigned to those military districts, groups of forces, and fronts through whose territory the troop movement routes pass.

The wounded and sick are evacuated to the nearest hospitals and unserviceable and damaged equipment is evacuated to the nearest repair facilities. When necessary, specially allocated medical and repair means are set up.

The rear services units and facilities proceeding with the troops must arrive at the assigned areas in good time and in complete readiness to support the troops during the combat actions. The procedure, movement time, and concentration areas of the rear services units and facilities are stipulated in the overall troop movement plan.

325. In anticipation of a meeting engagement, measures are taken to prepare beforehand and deliver missiles and warheads to the troops and to replenish the mobile reserves of materiel up to established norms, particularly those of fuel and ammunition. Forward detachments are reinforced by transport carrying fuel and ammunition. Troop and army medical units are relieved of their wounded and sick. Mobile army bases,

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front base branches with materiel reserves, as well as repair and recovery units, separate medical detachments, and hospital base branches can be moving up on the axis of the forthcoming meeting engagement.

326. As the meeting engagement is initiated, army rear services units move closer to the battle formations of the troops in readiness to replenish supplies, rehabilitate equipment, render medical assistance, and evacuate the wounded and sick.

Reserves with the troops are replenished, as a rule, after the combat tasks have been fulfilled, but when necessary, during the engagement.

Army and front medical and repair units deploy depending on how the meeting engagement develops; usually, as the main forces of the army (front) enter the engagement, medical units deploy depending on the presence of wounded and sick, and repair units deploy when there is a considerable amount of damaged equipment.

327. The axes of movement and the probable deployment areas are indicated to the rear services units and facilities; these are defined more precisely in the course of the meeting engagement.

Measures for the protection, defense, and security of the rear are strengthened, especially against the ground and air enemy. As a rule, rear services units are deployed under the cover of the second echelons and the reserves, or else troop subunits are detailed for their security and defense by orders of the formation commander.

328. In anticipation of the meeting engagement, rear services tasks are assigned ahead of time and refined as the developing situation is clarified.

Control of the rear services is exercised via brief orders issued by radio and by messenger means. Special attention is devoted to the rear services support of the forward large units and airborne landing forces.

329. When repelling counterattacks by strong enemy reserves during the operation, in order to support the troops the following are carried out: advance establishment of materiel reserves with the troops and in the mobile army bases; medical support to the troops repelling the counterattacks; reinforcement of the troops with repair means and especially with recovery means; and preparation of roads on the axes of action of the troops repelling the counterattacks.

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330. The rear services support of airborne landing forces which have been dropped deep in the enemy rear area by orders of the Supreme High Command is planned and organized by the center with due regard for the nature of the tasks being fulfilled by these forces, the depth of the landing, and the duration of the stay in the enemy rear area.

The rear services support plan specifies the following: the procedure for providing the airborne landing force with materiel; the organization of materiel and airfield-technical support for the military transport aviation; the materiel support airfields and the procedure for concentrating reserves on them and for preparing cargoes for the landing; the procedure for delivering materiel by air and the military transport aviation allocated for this; the organization of medical support for the landing force and also this force's rear services support after the link-up with advancing front troops.

Primary and alternate supply areas are designated for the support of the airborne landing forces.

The primary supply area for an airborne landing force, with its materiel support airfields and necessary reserves, usually is established in the interior of the country's territory; the alternate area is established in the refueling area for the military transport aviation large units or in the front's rear zone.

Reserves of fuel and of airfield technical support means are established beforehand in the refueling areas and at materiel support airfields.

331. The rear services units (subunits) of an airborne large unit (unit), with the prescribed reserves of materiel, are landed in the enemy's rear area in the strength required to ensure the landing force fulfils its combat task.

The rear services of the landing force may be reinforced for the time of the combat actions with medical means and, when necessary, with other means.

332. Materiel usually is delivered to airborne landing forces in their combat actions areas by military transport aviation. On a coastal axis, naval forces are brought in to deliver materiel and evacuate the wounded and sick.

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The preparation and marking of landing sites (sites for the receipt of cargo) in the combat actions areas, the unloading or gathering of dropped cargoes, their guarding, and their delivery to the units are carried out by orders of the commanders of the airborne landing forces and with the use of their own means.

In the combat actions areas of the airborne landing forces local resources and captured equipment should be exploited to the maximum and the economical expenditure of materiel and its maneuvering among the units (subunits) should be organized.

333. In preparation for a landing, weapons and combat equipment are put in operating condition, brought up to full allowance, and made ready, taking into account the special ways in which they will be used in the combat actions areas.

During the combat actions of the landing forces, the weapons and combat equipment which can be rapidly used to wage battle are rehabilitated first.

334. While preparing for the landing, the wounded and sick are evacuated to center (front, military district) hospitals. Landing force units and subunits must be prepared and provided with everything needed in order to render assistance to the wounded on an expanded scale, to include the temporary hospitalization of the wounded and sick when it is impossible to evacuate them.

The wounded and sick are evacuated from the combat actions areas by returning or specially allocated military transport aircraft or medical aircraft (helicopters) to hospitals set up in the supply areas.

335. In the combat actions areas, the defense of the landing force rear services against the ground enemy is strengthened and communications are maintained with materiel support airfields and higher rear services organs.

As advancing front troops approach the combat actions area of the landing force, the front rear services can be charged with providing its rear services support. The wounded and sick are evacuated to the nearest front (army) medical facility.

336. As a rule, airborne landing forces dropped (landed) by decision of the front commander (army commander) are supported by the front (army)

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rear services during the entire period of time they are fulfilling their combat tasks in the enemy rear area.

337. When committing the second echelon of a front (army) to battle, provisions are made:

- to replenish the materiel reserves of second-echelon troops before and during the time of the commitment to battle;
- to use motor roads for the movement of troops and the delivery of materiel;
- to organize the rendering of medical assistance to the wounded and sick from second-echelon forces and to organize their evacuation;
- to tighten up the columns of an army (large unit) as they approach the line of commitment to battle;
- to specify the procedure for evacuating and rehabilitating equipment that breaks down during the commitment to battle;
- to organize cooperation between the rear services organs of the first and second echelons.

The rear services units and facilities of second-echelon forces proceed behind the march columns of their own troops. In conformity with the general plan, they are assigned movement routes and times, places and means for the crossing of water obstacles, and possible deployment (halt) areas in the zone of commitment of the second echelon.

The measures for rear services support for second-echelon troops are worked out when the operation is being prepared and are subsequently refined.

338. Supporting a tank army in an offensive operation has special features that result from the fact that this army goes over to the offensive directly from the concentration areas and, as a rule, from the march; that it operates on the main axis at higher rates of speed to the entire depth of the front operation while separated from the main forces of the front; and also that a tank army's organization and combat composition have distinctive features.

In order to successfully support a tank army, provisions must be made:

- to establish in the concentration areas the prescribed reserves of materiel in the large units and in the mobile army base;
- to bring up to full complement the motor transport, road, recovery, and medical units (subunits) before initiating the operation;
- to accomplish to the greatest extent possible the work of supporting the tank army's large units using the front's rear services and



to conserve the army's forces and means for its own subsequent support when it is operating separated from the rest of the front forces;

-- to increase the cruising range of the tanks (combat vehicles) by increasing the mileage to next scheduled maintenance, by increasing the fuel, and by rapidly refueling them before the going over to the offensive

339. In anticipation of being separated from the front's main forces, the tank army establishes increased reserves of fuel and ammunition, and reserves of other materiel are replenished up to prescribed norms. Measures are taken to ensure combat equipment and other equipment operates reliably and damaged equipment is rapidly restored to action. Medical units are relieved to the utmost extent of the wounded and sick by having them evacuated or transferred on the spot to front hospitals, or by transferring to the front those army separate medical detachments that are filled up with wounded and by detailing other detachments in their place.

340. The mobile army base and other rear services units move forward from the concentration areas (permanent garrison posts) at the prescribed time, usually simultaneously with or following the tank army's second echelon. During the operation the tank army's rear services relocate and carry out their work under the cover of its second echelon or reserve, or in case of need, under the cover of troop subunits specially allocated for this purpose.

341. During the operation road units of the tank army support the movement of the mobile army base and other rear services units of the army, as well as the movement of the motor transport as it is delivering materiel to the large units.

342. In order to directly support a tank army when a considerable distance separates it from the supply bases, front reserves are moved forward on motor transport and medical means and repair and recovery means also are moved forward. In cases of necessity, the tank army's rear services may be reinforced with front transport, repair, and medical units.

343. When transportation lines are disrupted by the enemy, the delivery of materiel to a tank army and the evacuation of wounded from it are organized primarily by air using front means or military transport aviation large units and units detailed to the front. In so doing, materiel can be delivered to the mobile army base or directly to the large units.

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If delivery and evacuation are possible on motor roads, these are organized under reliable security of the motor transport unit columns against the ground enemy.

When transportation lines are disrupted, the delivery of missiles to a tank army is effected, as a rule, by air transport.

344. When a tank army is operating deep in the enemy rear area, the utilization of captured weapons, equipment, and other materiel for the conduct of combat actions is organized.

345. When making assault crossings of major water obstacles, for the timely support of front (army) troops, depots (their branches) with reserves, medical and repair and recovery units and facilities, and when necessary, other rear services units and facilities are moved forward to the bridgehead.

Crossing sites are allocated so as to provide for the delivery of materiel to the troops operating on the bridgehead. Subsequently, additional crossing sites are prepared and damaged bridges are restored by forces and means of the road troops. Pipeline subunits are used to supply fuel across the water obstacles.

346. In a pursuit rear services support of troops is achieved: by replenishing the mobile reserves with the troops and by delivering materiel in good time using motor and air transport during the pursuit; by rapidly rehabilitating motor roads behind the pursuing troops; by moving forward in good time transport with fuel as well as medical and repair and recovery units in order to support the pursuing troops; and by supporting the airborne forces landed (dropped) on the enemy's lines of retreat.

347. When threatened with the temporary disruption of the transportation routes, or with the temporary isolation of the troops from supply bases, provisions are made for:

- the replenishment of the materiel reserves with the troops and the evacuation of the wounded and sick from the troops and from the transportation routes that are under this threat;
- the relocation of rear services units and facilities and materiel reserves to new areas located beyond the threat of enemy ground action;
- the organization of motor roads on new axes;
- the organization of materiel deliveries and of the evacuation of the wounded and sick by air transport.

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On a coastal axis

348. In an offensive operation on a coastal axis rear services support is implemented based on the joint actions of front troops and fleet (flotilla) forces and on the maintenance of continuous cooperation in rear services work to the entire depth of the operation.

The cooperation of front (army) rear services and fleet (flotilla, naval base) rear services involves:

- mutual assistance in supporting front troops and fleet forces with materiel and other means;
- allocating areas to the fleet for the positioning of rear services units, facilities, and unloading stations (ports) and allocating throughput capacity to it on the front's railroads and motor roads;
- using seagoing (river) transport and the auxiliary fleet for deliveries and evacuation in support of the front (army);
- rendering mutual assistance in preparing and maintaining the transportation routes and in organizing transshipment areas and bases;
- using fleet repair means to rehabilitate front weapons and equipment;
- evacuating wounded and sick from fleet units to front medical facilities, and when necessary, from front troops to fleet hospitals;
- carrying out joint measures for the protection, defense, and security of the front and fleet rear services.

349. Cooperation is organized by the deputy commander for the rear of that branch of the Armed Forces in whose interests the joint operation is being conducted.

Cooperation in the work of the rear services of the front and fleet is organized ahead of time and stipulated in the cooperation planning chart, which is updated as required.

In order to ensure cooperation, operations groups with the required communications means are customarily detailed reciprocally to the rear control posts.

350. When organizing the support of an amphibious landing force, provisions are made for:

- the establishment of materiel reserves with the landing force and in the depots assigned to support it;
- the procedure for the materiel and medical support of the landing force while preparing for the landing, on the sea crossing, and while

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operating on the shore after debarking;

- the joint organization with front and fleet engineer troops of the selection and preparation of the ships for the landing and of the preparation of landing force embarkation points and materiel loading points away from the ports;

- the delivery of materiel to the landing force;

- the technical support while preparing for the landing and while conducting combat actions;

- the allocation, when required, of forces and means of the front rear services to proceed together with the landing force;

- the cooperation with the fleet's rear services to support the landing;

- the measures for the protection, defense, and security of the landing force's rear services;

- the organization of the communications of the front rear control post with the landing force.

351. As a rule, before the landing, troops are provided with mobile reserves, but when necessary, in addition, with materiel to support them on the sea crossing. Reserves of fresh water and fuel must be established on the ships.

352. When preparing for the landing, rear services units and facilities of the landing force are situated in the areas of their own large units (units) and get rid of all excess items. The wounded and sick are evacuated to the nearest hospitals.

The preparation of the rear services is carried out covertly; training exercises on embarking on the landing ships and on debarking from them as well as on loading and unloading materiel can be conducted with the personnel.

353. Ships are loaded with rear services units and supplies in such a way that unloading is done rapidly in the debarkation area of the landing force.

Rear services units (subunits) make the sea crossing as part of their own large units (units) in readiness to deploy rapidly on the captured beachhead.

On the sea crossing, medical support is handled by forces and means of the landing force and also of the ship infirmaries (medical posts).

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354. In order to support an amphibious landing force in the combat actions area a supply base can be deployed consisting of depots (depot branches) with reserves of materiel, servicing subunits, and motor transport. For the control of the supply base a section can be detailed from the front base headquarters.

For the medical support of the landing force in the combat actions area separate medical detachments or mobile hospitals can be deployed.

355. The delivery of materiel to the landing force in the combat actions area is accomplished by fleet and military transport aviation means.

Deliveries within the landing force's operating area are organized by order of the deputy landing force commander for the rear.

When troops are regrouping

356. In operational regroupings of troops, provisions are made for: the bringing of troop mobile reserves up to the prescribed norms; the procedure for materiel support while making preparations, during the regrouping, and in the concentration areas; the measures for technical and medical support for the troops being regrouped; the procedure for the movement of rear services units and facilities; and the organization of the rear services and of support in the new concentration areas.

357. In accordance with a specially developed plan, troop materiel support in regroupings is effected from the front (army) depots (depot branches) nearest the movement routes.

When necessary, in the regrouping zone reserves of materiel can be established in advance and depot branches (transport carrying supplies) can be moved forward on the movement routes.

In addition, the troops can receive fuel from the field mainline pipelines deployed near the troop routes.

As a rule, troops must arrive in the assigned areas with their mobile reserves of materiel.

358. The road traffic control service on front (army) motor roads is organized based on the movement along them of the troops carrying out the regrouping. On all troop movement routes, in concentration areas, and on

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the lines of deployment, the traffic control service is organized and implemented by road forces and means and other forces and means of the front (army), bringing in also the traffic control subunits and units of the large units making the march.

Routes permitting the transit of oversized equipment are given to the rocket troops and to missile technical units.

359. Engineer troops, together with front (army) road units, carry out the prior preparation of the routes for the troop regrouping, the restoration and construction of crossings, and the organization of water supply points and of the traffic control service.

Special attention is devoted to supporting movement across water obstacles, to the construction of bypasses around major inhabited localities and road junctions, and to the technical coverage of bridges and other installations.

360. To ensure the evacuation and repair of equipment that has not been rehabilitated by troop means, front repair and recovery units are moved into the troop movement zone. In order to conserve mileage reserves, provisions are made to use to the maximum heavy load vehicle trailers for the movement of tanks and other tracked equipment. In the new troop concentration areas there is organized the preparation of weapons and equipment for the forthcoming actions.

361. The wounded and sick are evacuated to the nearest front (army) medical facilities. When required, medical detachments or mobile hospitals can be moved forward to the troop movement zone.

362. The relocation of rear services units and facilities is organized by the rear staff of the front (army), based on the instructions of the deputy commander for the rear in conformity with the troop regrouping plan.

The rear staff of the front (army), together with the services, works out the plan for the relocation of rear services units and facilities and coordinates this with the front (army) staff.

The plan specifies the organization of the columns (trains), routes, sequence, and time of movement, concentration areas and specified times of arrival of the rear services units and facilities, measures for protection, defense, and security, and the procedure for maintaining communications

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while moving.

363. In the new concentration areas the rapid replenishment of the troops with materiel is organized, motor roads are prepared, areas for the positioning of rear services units and facilities are reconnoitered and prepared, medical and technical support are carried out, and the rear services are prepared to support subsequent troop actions.

In case of need, for the support of the troops in the concentration areas reserves of materiel, particularly fuel, can be established in advance.

364. When organizing the rear services support of troops being moved by rail (water) transport, it is necessary:

- to replenish the materiel reserves with the troops up to prescribed norms and, in addition, to provide them with rations over the entire line of travel (reserves for the trip and those to be unloaded later);
- to establish the procedure for fully supplying the troops on the line of travel when movements are being made over long distances;
- to intensify the technical coverage of the roads (lines) on the troop movement axes;
- to ensure the precise observance of the planned timetable for the movement of the troop trains, trains, and ships as well as the rapid rehabilitation of damaged sections of roads on the line of travel by calling upon the forces and means of the troops being moved;
- to specify the procedure for rendering medical assistance and evacuating the wounded and sick of the troops being moved, and when troops are being moved by water transport, to undertake measures for salvage and rescue support by fleet (flotilla) forces and means;
- to provide for measures for evacuating equipment damaged on the line of travel and for rapidly rehabilitating it;
- to decide the priorities and specified times for the movement of rear services units, facilities, and materiel reserves; to specify the loading, unloading, and concentration areas, and the procedure for controlling the rear services on the line of travel.

365. The movement of rear services units and facilities by rail (water) transport is carried out according to the movement plan worked out by the front (army) staff. Each rear services unit (facility) must continuously have completed calculations on movements by the different types of transport and these are updated as the composition of these units (facilities) changes.

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The movement of rear services units and facilities is organized with due regard for preserving their organizational integrity and ensuring the constant readiness of the troops being moved to conduct combat actions independently after unloading.

366. In order to support troops being lifted by air transport, it is necessary:

- to establish reserves of materiel in the assembly and concentration areas of the troops taking into account their forthcoming employment, and when this is not possible -- to organize the delivery of materiel by air;

- to specify the procedure and times for the movement (loading, unloading) of rear services units and facilities by air and by other types of transport;

- to establish reserves of fuel and other materiel at the troop enplaning (loading) and landing (unloading) airfields, and when movement routes are very long, at the refueling airfields;

- to organize airfield-technical support for military transport aircraft while they are based at front airfields;

- to make provisions for organizing medical support in the enplaning (loading), landing (unloading), assembly, and concentration areas for the troops being airlifted.

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## CHAPTER 6

### REAR SERVICES SUPPORT IN DEFENSIVE OPERATIONS

367. The organization of rear services support in a defensive operation depends on the conditions under which the troops go over to the defense and the nature and duration of the defense.

In all cases, the organization of the operational rear services must satisfy the requirements of supporting an active defense under the conditions of constant enemy action using all means of destruction.

368. When troops go over to the defense in the course of an offensive operation, the rear services are organized in accordance with the tasks of the troops and the disposition of the defense. The principal efforts of the operational rear services are concentrated on the key axes and in the depth of the rear zone of the front (army) with due regard for ensuring the most effective maneuvering of supplies and of medical and other rear services units.

The depth of the rear zone may amount to the following: in an army -- up to 100 kilometers, in a front -- from 400 to 500 kilometers.

Some mobile rear services units of the front can be moved forward into an army's rear zone in order to increase support of the troops.

Rear services units and facilities occupy their assigned areas, which are suitable for antitank defense and camouflage, and carry out the engineer preparation of the terrain exploiting to the maximum its protective features and prepared installations.

In the new areas that work is accomplished first which provides for the rapid issuing and delivery of materiel to the troops, for the reception of the wounded and sick and the rendering of medical assistance to them, and for the restoration of damaged and unserviceable equipment.

In case rear services units have to relocate, when the situation so requires, alternate areas are designated and, if necessary, prepared.

369. When troops go over to the defense in the course of an offensive operation, front bases usually remain in their former areas. Their

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branches can be moved to the new railroad (motor road) lines, to allow for supporting the troops both while they are conducting offensive actions and after they have gone over to the defense. In a defensive operation, the relocation of other front rear services facilities having limited mobility is carried out in cases of extreme necessity.

370. Army rear services units are situated in greater depth than in an offensive. When the enemy penetrates the defense, giving rise to the threat that rear services units, facilities, and control posts will be captured, these should be moved out ahead of time to assigned areas which allow them to support in a timely manner the troops conducting combat actions.

Mobile army bases are positioned with dispersal deep in the rear zone on the principal axes of action of the troops.

371. Motor roads and railroads are rehabilitated as near to the first-echelon troops as possible when they are going over to the defense and conducting the defense.

Railroad troops, besides fulfilling the tasks of restoring railroads on the axes of the offensive of front troops, are used in a defensive operation for the technical coverage of the most important installations and for the preparation of railroad obstacle defenses.

The primary task of road large units and units is the technical coverage of bridges and other structures, the maintaining of roads in a trafficable condition, and the performance of road traffic control service on them. Road traffic control brigades (battalions) are assigned zones (areas) in which they maintain the main and secondary motor roads.

372. Increased reserves of materiel are established with the troops defending the key axes.

Within the lines of defense of the armies supplies may be kept on the ground in some areas.

In order to support extensive maneuvering in response to the situation, in an army it is advisable to establish a reserve of materiel on the transport means.

373. Materiel deliveries are made first of all to the troops engaged in combat actions.

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Troop line unit motor transport is widely used for deliveries from the mobile army bases; the transport of an army which has gone over to the defense, and that of the reserves, is used for deliveries from front bases and front base branches.

374. Delivery by rail (water) transport is organized up to the unloading stations (ports) of the forward front bases and their branches as well as up to the mobile army bases, second-echelon large units, and reserves. Provisions are made to operate isolated railroad sections and to organize temporary transshipment areas.

375. Air transport can be used: to support troops who find themselves in the enemy rear area or in an encirclement, or are defending islands and peninsulas; to evacuate the wounded and sick; to lift medical personnel to areas of massive destruction; and also to make other airlifts in cases of urgent necessity.

376. Pipeline units are used to supply fuel to aviation and to back up deliveries by other types of transport, especially across major water obstacles. Some of the field mainline pipelines are kept in reserve to be deployed when counterattacks are delivered, when going over to a counteroffensive, or when renewing the attack.

377. In a defense, technical support is organized for the task of restoring the greatest amount of equipment that has been put out of action during the preceding combat actions.

Repair units and facilities are deployed in areas which permit them to rehabilitate equipment for an extended period of time without having to relocate.

Recovery units and subunits evacuate damaged equipment to the deployment areas of repair means, ensure the dismantling of written-off vehicles and those not to be repaired, and ensure the equipment requiring factory repair is shipped out.

Damaged vehicle collection points are organized: for an army -- in the disposition areas of the army's second echelon, for a front -- on several axes outside the boundaries of the defense of first and second-echelon armies.

378. For medical support in a defensive operation, army medical detachments and division medical-sanitary battalions are deployed on the

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axes of actions of the large units.

Front hospital bases are positioned taking into consideration the troop groupings and the axes of the prepared counterattacks at such a distance as will allow them to operate for an extended time without having to relocate to other areas.

For medical support of troops during the defensive engagement, a reserve of mobile hospitals is established.

379. The evacuation of wounded and sick to the rear is carried out to a greater extent and to a greater depth than in an offensive operation.

Wounded and sick are evacuated first from the troops engaged in combat actions and also from the centers of mass destruction which are under the threat of enemy capture.

All types of transportation are used extensively for evacuation.

380. In a defensive operation the protection of the rear against weapons of mass destruction is increased and its defense against airborne landing forces, the ground enemy, and saboteurs is strengthened.

Special attention is devoted to the sheltering of reserves of basic materiel supplies, medical units and facilities and rear control posts, to their camouflage, to the continuous conduct of radiation, chemical, and bacteriological reconnaissance, and to the quick warning of rear services units and facilities.

The withdrawal of rear services units and facilities from contaminated areas is carried out with the approval of the senior commander, depending on the situation and the level of contamination.

In cases which do not permit delay, rear services units and facilities can be withdrawn from their former disposition areas by decision of their commanders and chiefs. When it is impossible to withdraw to safe areas, measures are taken to prevent the over-irradiation of personnel and to reduce the level of contamination of the materiel.

381. When organizing control of the rear services in a defensive operation, in addition to making provisions for ordinary problems, provisions are also made to carry out with timeliness measures to support the troops when they deliver counterattacks and go over to the offensive.

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Depending on the conditions of the going over to the defense and the availability of time, the tasks of support can be assigned by the directive (order) on the rear services or by separate instructions.

Rear control posts usually are set up as follows: in an army -- 20 to 30 kilometers away from the main command post, in a front -- 40 to 50 kilometers away. They must be in constant readiness to assume control of the troops.

382. When organizing support of the troops delivering a counterattack, it is necessary to provide for:

- the prior replenishment of the materiel reserves with the troops assigned to the counterattack;
- the organization of road support on the counterattack axes;
- the establishment of mobile reserves of fuel and ammunition in order to replenish those expended in the counterattack;
- the movement forward of repair and recovery units for the technical support of the troops delivering the counterattack;
- the deployment on the counterattack axes of medical detachments, mobile hospitals, and hospital base branches in order to evacuate the wounded and sick and render medical assistance to them;
- the reinforcement of the troops delivering the counterattack with means to evacuate the wounded, the sick, and damaged equipment.

383. When the troops are going over to a counteroffensive or renewing an attack in the course of a defensive operation, measures for rear services support of them must be carried out in a short period of time.

To this end, it is necessary to provide for:

- establishing the reserves of materiel and the reserves of rear services units and facilities so as to support the troops in going over to a counteroffensive and during its course;
- supporting newly arriving troops and allocating unloading stations (ports) to them;
- replenishing mobile reserves expended during the defensive engagement;
- moving rear services units and facilities forward in advance in order to support attacking troop groupings;
- detailing road units for the restoration of motor roads during the counteroffensive;
- positioning newly arriving rear services units and facilities to allow for their speedy utilization;
- supporting the troops being used as an airborne landing force;

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- rapidly rehabilitating damaged and unserviceable equipment of all types and returning it to service before the counteroffensive is initiated;
- evacuating beforehand the wounded and sick from the troops detailed for the counteroffensive and moving hospital bases forward to the axes of actions of the troop groupings;
- making decisions and assigning rear services new tasks in good time.

384. The rear services organization in a defensive operation must be equal to the job of continuously supporting the troops while they are going over to the offensive.

For rear services support in the offensive are employed the principal forces and means of the front (army) rear services and also the rear services units and facilities coming in with the arriving troops and those additionally allocated from the Reserve of the Supreme High Command.

Materiel reserves to support the attacking troops are established throughout the defensive operation. They must not be expended during the defensive engagement.

385. When the units and large units being supported are found to be in the enemy rear area or caught in an encirclement, there are organized the delivery of materiel to them and the evacuation of wounded and sick using air transport, their reinforcement with medical personnel and necessary means, and their continuous communications with the troop rear services.

386. In the units and large units, available reserves are maneuvered, strict management in the expenditure of materiel is established, local resources are exploited to the utmost, and the receipt and gathering of dropped cargoes delivered by air transport are organized as is also the evacuation of seriously wounded and sick on the return trips of transport aircraft (helicopters).

387. When preparing troops to break out of the encirclement, the materiel reserves are replenished, first of all those of the large units and units which are to break through the front of the enemy's encirclement, and the preparation of the rear services units and facilities to move out of the encirclement is organized, and cover for their columns (especially of the motor transport columns with the wounded and sick) is organized using subunits from the troops.

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388. In a troop withdrawal it is necessary to plan the procedure for providing troops with materiel, technical, and medical support, and also the procedure and specified times for the withdrawal of rear services units and facilities and their deployment behind the final line.

389. When supporting withdrawing troops, special attention is devoted to evacuating in advance the wounded and sick, materiel reserves and damaged and unserviceable equipment, to organizing an orderly withdrawal of rear services units and facilities, and to strengthening their defense and security.

390. Before the troop withdrawal is begun, as a rule the mobile reserves of materiel are replenished up to prescribed norms, and first of all, those with the troops covering the withdrawal. For the uninterrupted support of the troops a mobile reserve of materiel (ammunition and fuel) is established. Suitable military transports are rerouted to the newly designated unloading stations and after unloading are used to evacuate the wounded and materiel.

391. For timely evacuation of the armored, motor vehicle-tractor, and other equipment that has been put out of action, the troops are reinforced with recovery means. Damaged and unserviceable vehicles which cannot be repaired on the spot are evacuated to the rear.

To prevent the bunching up of vehicles and the holding up of traffic in the areas of crossings and defiles, and in other areas difficult to traverse, means are allocated that will ensure movement, technical assistance points are established, and traffic control is stepped up.

392. The evacuation of industrial plants, stocks of industrial goods, rolling stock, and other materiel, as well as the local population, is carried out in advance based on instructions of the Supreme High Command and according to the plan of the front commander (army commander).

Separate roads are allocated for the evacuation of the local population.

Valuable equipment and supplies which cannot be evacuated are destroyed with the approval of the front commander (army commander). Obstacles are placed on the railroads in accordance with the pertinent plan. The order to place obstacles on the railroads is issued by the front commander or, upon his order, by the army commanders.

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393. Rear services units and facilities usually are withdrawn behind the final line before the troops begin withdrawing; as a rule, in the hours of darkness, covertly, and covered by combat units (subunits). Provost and traffic control service is organized on the withdrawal routes.

394. In a defense on a coastal axis, in addition to the usual rear services support measures, the following must be provided for:

- concentrating the principal forces and means of the rear services on the axes of the main efforts of the defending troops;
- organizing cooperation with the fleet rear services in matters of the coordinated use of the territory for the deployment of the rear services, the railroads, motor roads, airfields, unloading ports, local resources, repair and medical facilities, and also in matters of the rendering of mutual materiel assistance;
- positioning the rear services large units, units and facilities with greater dispersal throughout the depth and width of the rear zone;
- placing materiel reserves on the ground in advance in the vicinity of the troop defensive areas;
- delivering materiel to front troops and naval forces by seagoing and river transport;
- preparing railroads and motor roads on the axial and lateral axes with due regard for ensuring deliveries and extensive maneuvering by the troops and rear services;
- establishing mobile reserves of materiel and reserves of medical units in the depth of the defense which can be maneuvered to strengthen the support of the troops on the key axes during the operation;
- supporting in good time the troops delivering counterattacks and also those defending islands and peninsulas.

395. When organizing the evacuation of troops from isolated sectors of the shore and from islands the following must be provided for:

- the materiel, technical, and medical support of the troops, both those defending the beachhead and those evacuated from the sectors (islands);
- the evacuation of the wounded and sick, the local population, national economic cargoes, materiel reserves, and other valuable items;
- the procedure and specified times for evacuating rear services units and facilities and the allocation of the necessary transport means for this;
- cooperation with fleet rear services in matters of joint rear services support for troops and naval forces;
- the procedure and specified times for demolishing and destroying materiel and other rear installations which cannot be taken away from the



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isolated sectors (islands).

396. The evacuation of rear services units and facilities is carried out in conformity with the overall troop evacuation plan.

There must be left on the beachhead those rear services units and subunits which are absolutely essential for the support of the combat actions of the troops defending the beachhead. The remaining rear services units and facilities close down and at the prescribed time move out to their assigned places so as to embark (load up) in a short period of time on the assigned transport means.

Rear services units and facilities may be evacuated before the troops evacuate or simultaneously with them.

As a rule, the wounded and sick, the civilian population, and the most valuable government property are evacuated first.

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## CHAPTER 7

### SPECIAL FEATURES OF REAR SERVICES SUPPORT IN MOUNTAIN, DESERT, AND NORTHERN AREAS, IN FORESTS, IN WINTER, AND IN TIMES OF IMPASSABLE ROADS

397. In mountain areas, the organization and operation of the rear services are affected by: the actions of the troops on the axes to suit the availability of through roads; the limited number of roads that are prepared and suitable for traffic and the difficulty in preparing and maintaining them; the limited space in these areas for the accommodation of rear services units and facilities; the increased expenditure of fuel when moving on mountain roads; the special features of the mountain climate; the presence of mountain rivers with their rapid currents and variations in water levels; and the very limited opportunities of obtaining provisions from local means.

398. When organizing the rear services support of troops we should provide for:

- deploying army or front depots or depot branches, medical facilities, and repair and recovery means on the axes of troop actions;
- preparing and maintaining motor roads, organizing on them places for the transshipment of materiel from one type of transport to another, and deploying servicing points at closer distances;
- extensively using all types of transport, especially helicopters and military transport aviation aircraft;
- using cableways and pack animal transport in high mountain areas;
- efficiently organizing provost and traffic control service on the motor roads and reinforcing road units;
- strengthening the security and defense of rear services installations, particularly in mountain passes, gorges, and defiles;
- establishing increased reserves of materiel with the troops and supplying the troops with additional items of mountain equipment, and in necessary instances, with water and fuel.

399. In mountain areas rear services units and facilities are situated in a dispersed manner in valleys, in the vicinity of through roads and, if possible, in places having water and fuel.

In order to reduce the amount of work in setting up the disposition areas of rear services units and facilities, the natural shelters and

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contours of mountainous terrain are utilized extensively.

400. Motor roads in the mountains are prepared mainly along valleys and gorges utilizing existing through roads and paths. The traffic capacity of existing roads is increased by widening and improving the roadway and by reducing its ascent and descent grades.

On ascents, passes, descents, sharp turns, and in other places that are dangerous to traffic, additional traffic regulating posts and road signs are set out.

The length of the road traffic control sectors is reduced.

In order to support the movement of motor transport, on road sections having steep ascents and descents arrangements are made for on-call tractors and trailers, in the passes areas are established for motor vehicle uncoupling and parking, and the abrupt downhill sides of the shoulders of mountain roads are barricaded with posts or parapets.

Special attention is devoted to maintaining in trafficable condition passes and road sections in places where landslides, landslips, and crumblings are possible as well as to measures for contending with snowdrifts and road ice in the wintertime.

401. In order to provide medical assistance and temporary hospitalization to the wounded and sick that have been evacuated, additional medical treatment facilities are set up in the vicinity of the motor roads (no less than four to six hours of travel apart).

402. For the rendering of veterinary assistance to horses and other animals, veterinary posts (hospitals), separated from each other by distances no greater than a day's march apart, are set up by veterinary service means in the vicinity of the evacuation routes.

403. To organize communications with the rear services units and facilities deployed on dissociated axes, auxiliary rear communications centers are organized and radio and messenger means of communications are used more extensively.

404. In desert areas the following are taken into account: the lack of a developed network of railroads and waterways, and also of water and fuel over great expanses; the capability of having transport move across country without having to build roads on routes that have been checked

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beforehand; the almost utter absence of inhabited localities and the extremely limited opportunity of procurements from local means; the open spaces, which make it difficult to shelter and camouflage rear services units and facilities; the rapid temperature fluctuations in the course of a full day; the harmful effects of sand and sand dust on the health of personnel and on the operation of the engines and running gear of combat and transport vehicles, the presence of contagious disease carriers (sources) among local animals and also of poisonous animals and insects; and the potential for a higher and more prolonged contamination of the air and terrain with radioactive substances owing to the raising of dust and its spreading along with shifting sands.

405. When organizing rear services support of troops it is necessary to make provisions for:

- preparing motor roads on the separate axes of troop actions;
- setting up on the separate axes of troop actions army and front depots, or their branches, medical facilities, and repair and recovery means, and for constructing water supply points;
- positioning rear services units and facilities in the vicinity of drinking water sources with the extensive use of camouflage means and the use of engineer works to shelter materiel and equipment;
- establishing increased reserves of materiel with the troops;
- establishing a mobile reserve of materiel to be maneuvered on the separate axes during the operation;
- using military transport aviation more extensively for the delivery of materiel to the troops and the evacuation of the wounded and sick;
- organizing the delivery of water for food preparation, drinking, personal and technical needs, animal use, personnel decontamination treatment, and radioactive decontamination; strictly regulating water consumption, as well as increasing the medical monitoring of the quality of the water and the observance of water discipline;
- intensifying veterinary and sanitary surveillance over the troops' meat ration and over the livestock, and implementing any necessary veterinary-prophylactic and antiepidemic measures;
- strengthening the security and defense of rear services installations.

406. In desert areas rear services units and facilities are deployed along the axes of troop actions. The composition of rear services units and facilities and their deployment areas are determined by the composition and tasks of the troops operating on the given axis.

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Hospital bases, forward front bases and their branches, and front repair and recovery units are moved up and successively deployed nearer the armies on the axes of actions of the attack groupings.

407. When the railroad network is inadequately developed and front (army) depots are a great distance away from the troops, steps are taken to increase the throughput capacity of front (army) motor roads by deploying servicing points on them.

408. Motor roads are equipped with clearly visible signs indicating their directions (stakes, piles of dirt or stones, etc.) and pointing toward water sources, medical facilities, and inhabited localities, and also with markers delimiting quicksand and salt marsh areas.

In case of necessity, the number of regulating posts on the roads is increased and guides who know the terrain well are detailed to accompany the columns of the transport units.

409. In deserts special attention is devoted to the sheltering, camouflage, security, and defense of rear services units and facilities, and also to the camouflage and security of water sources and transport columns on the line of travel.

410. In order to protect water sources against contamination by radioactive substances protective barriers are erected.

Rear services communications are handled primarily by radio and by messenger means.

411. In northern areas allowance must be made for the difficulty in traversing mountain-and-tundra and forested-swampy terrain; the almost complete absence of roads and the difficulty of constructing them; the poorly developed network of airfields and the almost complete impossibility of flying from dirt airfields in summertime; the sparsely populated territory and limited local resources, and in some areas, limited fuel resources; the severe cold climate and extremely unstable meteorological conditions; the presence of polar days (nights), and also of permafrost, which impedes the construction of shelters to accommodate rear services units and facilities; and the possibility that catarrhal illnesses will develop and troop personnel may be frostbitten.

412. When organizing support of troops in northern areas provisions are made for:

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- establishing increased reserves of materiel in advance;
- providing the troops with special items of supply;
- organizing motor roads on each axis of troop combat actions by deploying rear services units and facilities as well as warming-up posts on them;
- reinforcing road units;
- extensively using military transport aviation, sled (animal-drawn) equipment, and seagoing and river transportation for the delivery of materiel and the evacuation of the wounded and sick;
- measures for prevention of catarrhal illnesses and frostbite and for protection against insects;
- organizing veterinary servicing for the reindeer and dog teams;
- strengthening the security and defense of the transportation routes on threatened sections and in vulnerable areas.

413. In forests, the rear services support of troops is affected by: the difficulty of constructing roads and the impossibility of having motor transport move off the roads; the tree barriers and forest fires which occur as a result of the enemy's employment of nuclear weapons and incendiary means; the swampy ground, which hinders or prevents accommodation of rear services units and facilities and materiel reserves; the limited possibilities of obtaining and constructing airfields; the large forested areas, facilitating the camouflage of rear services installations; and the availability of construction materials for the construction of shelters and roads.

414. When organizing support of troops it is necessary to make provisions for:

- constructing narrow gauge railroads and sections of corduroy motor roads;
- carrying out a great deal of work to clear the roads of tree barriers;
- positioning materiel reserves, medical units and facilities, and other rear services units and facilities near the motor roads on the axes of action of the troops at close-in distances;
- establishing increased reserves of materiel with the troops, especially in the fall and spring periods of impassable roads to avoid breakdowns in the supply system;
- carrying out measures to prevent catarrhal illnesses and frostbite and to protect against insects;
- intensifying measures for securing and defending the roads and the rear services units and facilities positioned near them.

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Special attention is devoted to the conduct of chemical, radiation, and bacteriological reconnaissance on the motor roads, in the areas where the troops and rear services units and facilities are positioned, and to the organization of firefighting measures.

415. Materiel reserves and equipment in forested terrain are positioned in shelters constructed out of the materials at hand.

The storing of materiel in swampy terrain is organized in the dry areas with the stacks raised up to prevent moisture from penetrating (using high spacers, constructing platforms on pilings, planking, etc.).

416. To deliver materiel and evacuate the wounded and sick, transport which has cross-country capability is used. On-call tractors and prime movers are allocated to the road sections that are difficult to traverse in order to tow out vehicles. When it is impossible to deliver materiel to the troops by motor transport, tracked and animal-drawn transport, and also military transport aviation, are used.

417. In winter, rear services support of troops is substantially affected by the snow cover, which hampers the movement of transport and the positioning and camouflaging of rear services units and facilities.

The bitter cold makes it necessary to take measures to provide the troops with additional items of supply and to prevent catarrhal illnesses and frostbite.

The frozen ground impedes the rapid construction of shelters for personnel, materiel, equipment, and also of water supply points. In winter it is possible for transport to move on frozen rivers, lakes, and swamps.

The long nights are conducive to the covert conduct of troop support and camouflage measures.

In winter, roads become more important for delivery and evacuation, and inhabited localities and forests become more important for protection against the cold.

418. When organizing the support of troops in winter, provisions are made for:

- the possibility of accommodating rear services units and facilities in inhabited localities and at closer distances;
- allocating additional forces and means to clear road sections and

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airfields of snowdrifts;

-- providing troops with: additional items of supply, including warm clothing, fuel, and means to counter frostbite; special types of diesel fuel, lubricants, and special fluids; means to start engines, anti-skid chains, and other devices to increase the cross-country mobility of transport, skis, travois sledges, and ski mountings.

419. When positioning rear services units and facilities special attention is devoted to the construction of shelters for storing materiel and equipment and for camouflaging the disposition of rear services units and facilities.

To construct the shelters all available local means are used, including snow and ice.

420. To clear railroad tracks and stations of snowdrifts, provisions are made for the necessary forces and means and also for the use of the local population.

In order to decrease the effect of snowdrifts and to improve traffic conditions, motor roads are barricaded with snow fences and systematically cleared; on ascents, descents, and sharp turns sand, gravel, and other available anti-skid materials are strewn on the roadbed; and on the sections with one-way traffic sidings are prepared or the lane is widened.

On-call tractors and prime movers are dispatched to road sections that are difficult to traverse and to places with steep ascents in order to assist transportation.

Roads laid out on the ice of rivers and lakes are marked with stakes, and dangerous places are fenced with clearly visible markers.

Warming-up posts are established on the roads.

421. Transports carrying the wounded and sick are provided with warm blankets, sheepskin coats, felt snow boots, heaters, and thermoses of hot tea. Motor vehicles assigned to move the sick and wounded are heated, heating devices are installed in ambulances, but when these are not available in the vehicle bodies, the vehicles are heated using the materials at hand.

When temperatures are very low and snowfalls are heavy, the evacuation of wounded and sick in lone vehicles is forbidden.

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For warming up and rendering emergency medical assistance, medical warming-up posts are deployed on the evacuation routes. For the decontamination treatment of personnel, heated premises are set up.

422. In the time of impassable roads considerable difficulties arise in the rear services support of the troops.

Roads without a hard surface become difficult to traverse or impassable for motor transport, and to maintain them in a trafficable condition requires sizeable forces and means; the unsurfaced runways of field airfields become temporarily inoperable.

The presence of temporarily flooded areas limits the possibilities of positioning rear services units and facilities and complicates the construction of shelters and the utilization of ravines and underground works for these purposes.

The number of catarrhal illnesses increases sharply.

Overflowing rivers impede the crossing of rear services units and facilities and impede deliveries by motor transport; moving ice and high water can damage bridges.

423. When organizing the support of troops in the times of impassable roads provisions must be made for:

- bringing rear services units and facilities nearer to the troops;
- establishing increased reserves of materiel in depots and especially with the troops;
- preparing motor transport to operate under adverse conditions; using motor vehicles with increased cross-country mobility, tracked vehicles, animal-drawn transport, and military transport aviation for delivery and evacuation;
- establishing reserves of materials for the construction, restoration, and maintenance of motor roads;
- using some sections of hard-surfaced roads for aircraft takeoffs and landings and carrying out measures ensuring field airfields with unsurfaced runways are made operational in a short period of time;
- increasing the expenditure of fuel and lubricants.

424. Rear services units and facilities are positioned in areas that have not been flooded.

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Materiel storage is organized on dry areas with the stacks raised up (on high spacers, planking, pilings, etc.).

To deliver materiel to the troops when rivers overflow, extensive use is made of river transport, helicopters, organic crossing equipment, and available local means.

425. To improve trafficability on motor roads, prefabricated treadways (plank tracks, corduroy logs, precast reinforced concrete) are installed on sections that are difficult to traverse. For this purpose reserves of prefabricated road structural elements and road construction materials are established in advance or detours are set up around these sections.

On the roads additional construction work is done to drain water from the roadbed, in places that are difficult to traverse on-call tractors and prime movers are set up, bridge supports are reinforced, ice breakers installed, and the slopes of the bridge approaches are reinforced.

On bridges which are liable to be damaged by moving ice and high water reserves of explosives to blow up the ice and reserves of materiel for the job of reinforcing the river bottom are established. Special teams are detailed to accomplish the work of protecting bridges against moving ice and high water.

To service transports transiting the motor roads, additional reserves of fuel and lubricants are established at the refueling points and the number of technical points is increased.

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