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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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USSR

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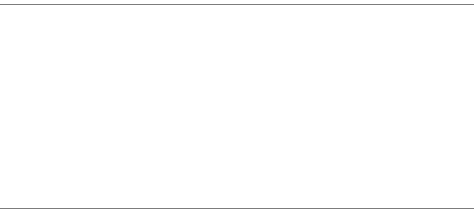
SUBJECT

Tractor Performance on the
Kolkhoz imeni Chapaev

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SUPPLEMENT TO
REPORT NO.
50X1



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1. Our kolkhoz used the old KhTZ (Kharkov Tractor Plant) wheel-type tractor dating from 1934-35.
2. These tractors were utilized a maximum of approximately 1,000 hours per year.
3. When the work was heavy the tractors were used around the clock in two shifts with a break of one and one-half to two hours between shifts for maintenance and re-fueling. There was no definite time for the shifts as this depended on the work and the season.
4. All norms for work fulfillment by tractors were translated into terms of "soft plowing" for statistical convenience. This meant that a given number of hectares of harrowing would be decreased by an established percentage to arrive at a standard work unit, called "soft plowing." In terms of "soft plowing" each tractor plowed 800 - 1,000 hectares a year. A tractor brigade consisting of four tractors would plow more than 3,000 hectares a year. In the fall of the year, when the amount of work was decreasing, a tractor brigade would cut down to three, two and one tractors and do repairs on those that were inactive.
5. The following were approximate work norms per tractor per day:
 - (a) Deep plowing (24-30cm) - 1.5 hectares
 - (b) Autumn plowing (20-22cm) - 3.5 hectares
 - (c) Shallow plowing of stubble (6-8cm) - 12 hectares
 - (d) Cultivation (6-8cm) - 15 hectares
 - (e) Sowing winter crops with a multi-seeder unit - 24 hectares
 - (f) Harvesting with a combine - 10 hectares
 - (g) Harvesting with a reaper-binder ("zhatka-samoskidka") - 12 hectares
 - (h) Threshing, using tractor power - 15 tons
 - (i) Harrowing for moisture control - 30 hectares
 - (j) Sugar beet planting by a two-seeder unit - 12 hectares
 - (k) Sugar beet planting by a three-seeder unit - 16 hectares

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6. During a work season (from April to November) a tractor used up to ten thousand kilograms of kerosene. A tractor brigade used up 400-500 kilograms in each 24-hour period. There were norms for kerosene consumption and any additional kerosene was paid for by the tractorist out of his own pocket. He paid the same Government price as the "Machine Tractor Station" (MTS) - one ruble per kilogram. Normally a tractor would consume 40 kilograms for each three hectares of "soft plowing." However, actual consumption was greater since the tractors were worn out. To get around this, tractorists plowed shallower than the norms established by agronomists, but even by cutting corners in this fashion they occasionally had to pay for over-norm kerosene consumption. There were instances of work stoppage when the kerosene supply ran out.
7. Before World War II, MTS tractors had been used for road maintenance, but after the War, this was no longer possible since tractors spent so much time in the repair shop. Major road maintenance was done by graders temporarily assigned to the MTS by the Regional Highway Department ("Raionnyi Dorozhnyi Otdyel"). Labor was provided by the kolkhoz. 50X1
8. There was no effective factory guarantee for farm machinery. The following is a concrete example: [redacted] kolkhoz a sprayer from the Kirovograd Agricultural Machinery Plant for 6,800 rubles. This sprayer was ordered arbitrarily for the kolkhoz by the Regional Agricultural Department and paid for by the kolkhoz through a transfer of funds at the bank. The sprayer did not work and the kolkhoz was simply out the money. A complaint could have been lodged against the factory but this would have had no effect.
9. Repair work on tractors was done at the MTS repair shop under the supervision of the MTS senior mechanic, the actual labor often being performed by the tractorists themselves. The senior mechanic made out a statement ("Akt") for each job of repair work done, showing the date, type of work and identifying the machine repaired. A repair job often lasted but a few days until a fresh breakdown took place. This was due to the lack of spare parts. Crude makeshift parts would be substituted and naturally they did not last long.
10. Bearings and other parts for farm machinery were obtained from the Office of Tractor Supply ("Kontora Traktosnab") located in Kirovograd, which supplied the whole oblast. The MTS made up a list of necessary parts and submitted an order ("zayavka") to the director of the Office of Tractor Supply. The latter distributed what parts he had available to the MTS in his territory. Naturally supply did not meet demand. Items hardest to obtain were bearings, bulbs and spark-plugs; pistons and piston rods were easier to obtain. Payment was made through a transfer of funds at the bank. Old bearings could be sent to the factory to be renovated, but this was prohibitively expensive. Old bearings were examined carefully and those still usable were retained. The MTS senior mechanic regularly travelled around neighboring towns to obtain parts wherever he could find them. Kolkhoz members themselves often resorted to buying parts at great cost on the black market to keep tractors operating.
11. In general, it can be stated that a kolkhoz would be willing to pay an exorbitant price for a tractor on the black market; I heard of such a tractor priced at 18 thousand rubles; this was in order to operate the tractor independently of the MTS. Such a tractor would quickly pay for itself in reduced payments in kind to the MTS. However, this would be possible only in the case of kolkhozes which were quite remote from administrative control or kolkhozes which had extensive forest property. In the latter case, the tractor could be hidden in the forest and used for illegal timber cutting and for cultivating small plots hidden in the woods.

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