

tractors equipped for chokerless skidding made by the Altai plant, the rockers and frames very quickly gave out at the places where they were attached. These sub-assemblies cannot be repaired by welding.

At the production unit office, I put the question to Elin directly: "Well, how are you getting on with the leasing contract?" "We still haven't given it a fair try", he answered. "It's only the third month..."

It's true, that isn't long. But already in October Men'shikov's crew saved 61 roubles worth of diesel fuel, 50 roubles worth of gasoline, 100 roubles in saw chains and another 32 roubles in subsidiary supplies. But they used up too many spare parts, losing 95 roubles there. However, they saved almost as much by reducing the amortization deductions: it has now become profitable to conserve equipment. When a machine has served out its life it is as if it is provided free. The workers quickly caught on to this. There is now no need to exhort them to be careful.

The way they regard the timber has also changed radically. Previously, when they paid for it by the cubic metre, the small-diameter wood was left at the felling site. Every tractor operator strove to grab the stout, most "voluminous" long-logs. No one bothered with the fines. They were discarded, even the coniferous fines. Now the prices govern everything: coniferous small-diameter wood is worth much more in financial terms than large-diameter aspens.

However, it makes no sense either to use heavy-duty, chokerless skidding tractors to pick up the fines: it reduces their output per shift. So they decided to clean up the developed coupes using manual gasoline power saws and TDT-55 tractors.

In general, the problem of collecting and utilizing felling debris is becoming very acute now. Not only for economic, but also for ecological reasons. Logging "waste", of course, is an excellent raw material for special-purpose chips and coniferous-vitamin flour. But it is not easy to get it: there is no equipment.