

At the Lesosibirsk forest base, 339 timber flatcars were loaded in November and 272 of them were delivered without floors or sides. In the 11 months just ended the railways have undersupplied the enterprises of the USSR Ministry of the Timber Industry by about 126,000 cars. However, it is not they, but the loggers who pay the fines for the stoppages. Similarly, the transport workers bear no responsibility for the spoilage resulting from delayed shipments of timber. Now, it seems, it is high time for justice to be restored. In conditions of radical reform, we cannot have the railways riding herd over all the other departments. This is an anachronism reeking of naphthalene.

So, the sector has been on full profit-and-loss accounting for almost a year. Is this a long or a short period? For the anticipated benefit of course, it is short. Essentially, an economic lesson has been taking place. With no time off work, constantly "on the go". But the first achievement is to hand: psychological restructuring. The real possibility of bankruptcy, delays with payment of wages, a drastic drop in centralized financing - all this has finally convinced the collectives: they must rely solely on their own resources and innovative abilities for a long time to come.

Well, from awareness to action is but a single step. It is important only to choose one's own version: self-financing model no. 1 or model no. 2. There are some enterprises for whom the choice has narrowed and has been determined very clearly - either the leasing contract or go under the hammer. In the near future it is intended to put 48 losing enterprises on leasing contracts. It has been possible to reduce the total number of these losers by 28 in six months (the reduction in losses was 40 million roubles). Everyone who has put the leasing arrangement into effect has experienced its literally explosive effect: things take a sharp turn for the better. And this is all because (in the pure form) this arrangement deliberately destroys the paths of the administrative-command system. Having paid off the lessor, divide what is left for the collective by the labour participation factor.

At the Bortom lumber camp of the Sysol'sk logging enterprise, for example, three cross-cutting crews have gone over to leasing. The agreement with the logging enterprise specifies only the lower limit of