

READER RESPONSE



drawings and bemoan the poor penmanship of younger engineers who never took a manual drafting class, the last time I was required to use a fountain pen was in the fourth grade (40 years ago) and for a hand compass it was in college (over 25 years ago). While the photograph accompanying the FHWA article was nostalgic, it doesn't at all represent the computer drafting and complex 4D modeling used by today's engineer, or ARRA projects.

Roger Haight
Parsons Brinckerhoff
New York, NY

older than you! I used an ink compass, LeRoy lettering instruments, and a set of Koh-I-Noor Rapidograph ink pens to create what I think were very attractive standard drawings for the Wyoming Highway Department in 1965 and '66. The use of this background contrasts greatly with the exceptionally contemporary program we know as the ARRA. Maybe that's the irony.

[Roger Haight's Response]

Yes, it was good to bear you reminisce about the good old days—you are much older than I am!!

Editor,

I commend you on a beautiful, up-to-date, relevant, and educational magazine. Therefore I was surprised to see in the FHWA article on the American Recovery and Reinvestment Act [see ASPIRE™ Fall 2009, p. 42] a background photograph of a person marking up a bridge technical design drawing using a fountain pen and a hand compass. While I still am partial to the beautiful nuance of using varying line weights on older, hand-drawn technical

[Editor's Reply]

Roger . . .

Thank you for the compliments. It is always encouraging to hear that we are achieving our goals to bring relevant technical information to bridge designers in an attractive and appreciated package. I have to admit that I too pondered the use of instruments from a bygone era shown in the background of this feature. I wondered if others would take notice. It appears that I am

EDITOR'S NOTE

Additional copies of *ASPIRE* may be purchased for a nominal price by writing to the Editor through "Contact Us" at the *ASPIRE* website, www.aspirebridge.org. A free subscription can be arranged there using the "Subscribe" tab.

Providing Corrosion Protection High Performance at a low cost – Epoxy-Coated Reinforcing

www.epoxyinterestgroup.org

EIG 
EPOXY INTEREST GROUP

For additional
information
on EIG log-on
to our Web site.



©Photo courtesy of FIGG, photographer Tim Davis.

When CONSTRUCTION is critical, Shuttlelift cranes CONSISTENTLY deliver.

Shuttlelift's ISL and SL mobile gantry cranes provide practical, efficient and robust lifting solutions for the bridge building industry.

SL 15 25 35 50 75 100 150 200 250 300 400 500 600 700 800 1000 Tons and greater.



300 TON

SL 300 – Minnesota, Minneapolis

 **SHUTTLELIFT®**

www.shuttlelift.com • USA Tel: +1 920.743.8650 • UK Tel: +44 (0) 2392 230 811