on the same backup disk as COMMAND.COM and CONFIG.SYS, so you can copy it back to the startup disk if it is deleted or damaged.

To create the file from scratch, use the following commands (type RETURN after each line and CTRL-Z as described above):

```
COPY CON:  C:\AUTOEXEC.BAT
PROMPT 4P4G
TIME
DATE
PATH = C:\;C:\DOS;C:\WP;
CTRL-Z
```

This copies the PROMPT, TIME, DATE and PATH lines into a file called AUTOEXEC.BAT directly from your keyboard.

If you need to modify an existing AUTOEXEC.BAT file, use EDLIN or a text editor of your choice as described above.

Making a "Bootable" Backup Disk

A "bootable disk" is one that contains the file COMMAND.COM used to start up a machine. It also contains two hidden system files that are necessary for starting your machine. To make a bootable backup disk, place a blank disk in drive A: (check your DOS manual under FORMAT for specific directions about disk density) and type:

```
FORMAT A:/S
```

This formats the disk and copies the system, i.e. COMMAND.COM and the two hidden files to the floppy.

To make a bootable backup disk with COMMAND.COM, CONFIG.SYS, and AUTOEXEC>BAT, follow the directions above, and then type:

```
COPY C:\AUTOEXEC.BAT A:
COPY C:\CONFIG.SYS A:
```

Remove the disk from drive A:. Place a write-protect tab over the notch in the disk (5.25" disk). Slide the write protect slider to open (3.5" disk). Label the disk, "BACKUP BOOTABLE DISK." Store the disk in a safe place.

A Diet Tip for Gravel Hungry Roads

You can improve your gravel road's health by adding fiber -- in the form of a geotextile -- to its diet

*by David Smiley, Phillips Fibers Corporation*

Recently I read an article dealing with the cost of gravel lost on gravel roads because of improper blade angles used by motor grader operations. There is another reason for lost gravel which requires another answer to solve the problem.

Hundreds of tons of aggregate are lost each year due to gravel-hungry roads which simply "eat up" much of the aggregate after it is placed. This causes a frequent need for replacement of the gravel and additional grading.

The common use of nonwoven geotextiles in modern road design addresses this problem and is directly applicable to unpaved roads.

Geotextile

Area bearing the load
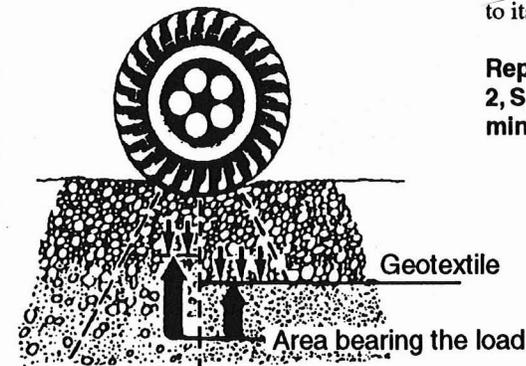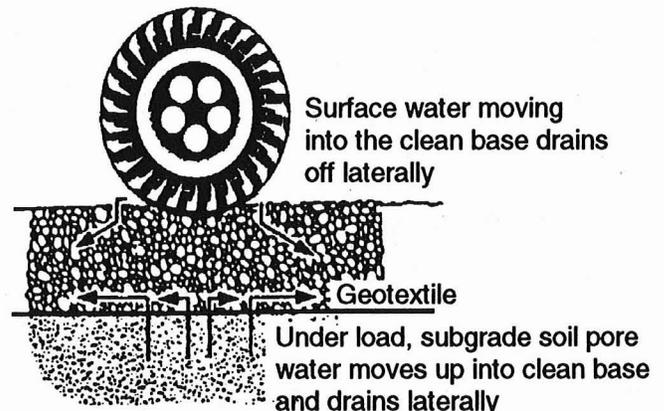
SEPARATION

When incorporated into a pavement structure, the nonwoven geotextile normally performs three basic overlapping functions consisting of separation, drainage/filtration, and load distribution/reinforcement. It is becoming apparent through exhumations and performance case histories that the separation effect is of primary importance in many applications involving both wet and dry subgrades.

As movement occurs along the road surface, usually in conjunction with environmental stresses on the road, a mixing of dissimilar materials within the road structure occurs. It has been estimated that as little as 10 to 15% intermixing of some subgrade materials with clean aggregate can render the aggregate dysfunctional as a structural component. In the case where aggregate is the surfacing material, it's effects as a dust palliative, friction course, and stable driving surface are compromised as soon as the inevitable mixing with subgrade fines occurs.

Lightweight nonwoven (4 oz. per square yard) geotextiles have a history of money saving success in some parts of the county where they are routinely used in gravel roads to separate imported gravel from the native road base such as areas in Oklahoma (New Hampshire has also experienced positive outcomes due to nonwoven fabrics). You can improve your gravel road's health by adding fiber -- in the form of a geotextile -- to its diet.

Surface water moving into the clean base drains off laterally

Geotextile

Under load, subgrade soil pore water moves up into clean base and drains laterally

DRAINAGE