

Chapter 1 : FACT CHECK: The Drawbridge Keeper

Raise the drawbridge! Just as a sidebar note to all that, I noticed with interest this, in Tuesday's New York Post, from a resident of Kobani who fled the ISIS advance while his cousin stayed behind.

October 16, photo credit: Can the new Iraqi government get some kind of military act together? Is this Khorasan Group a real menace? Who are the Yazidis? How are Americans better or worse off if Iraq falls apart, or Syria puts down its rebels, or Turkey beats up on the Kurds again? In any case, U. They are nothing to us. A plague on them all: Kim Jong Un is beastlier to his citizens than Assad is to his. Neither dictator is any threat to us. Sensible border control and immigration policies would nullify, or at least minimize it. We are fools to allow settlement by Muslims. Very few Muslims are terrorists. Practically all terrorists are Muslims, though: And now, this ebola business. The gist of it, insofar as any gist could be extracted, was that restrictions on travel between one country and another are evil, and also fruitless: We go in to extinguish it before one of the random sparks sets off another outbreak somewhere else. The fortunes of Kurds and Yazidis are of no importance to the U. Syria, Libya, Yemen, Afghanistan: Leave them alone, or at the mercy of their neighbors, to work out their own destinies. Likewise with West Africa. The entire effect on the U.

Chapter 2 : Raise the Draw-Bridge! Trophy in Arcana Heart 3

In this story, author Hilary Brueck tells the story of an innovative group of six teenage schoolgirls from Herat, a major city in the western part of Afghanistan, who twice made a mile journey to Kabul to seek visas from the American embassy.

During most of the day the bridge sat with its length running up and down the river paralleled with the banks, allowing ships to pass through freely on both sides of the bridge. But at certain times each day, a train would come along and the bridge would be turned sideways across the river, allowing the train to cross it. A switchman sat in a shack on one side of the river where he operated the controls to turn the bridge and lock it into place as the train crossed. One evening as the switchman was waiting for the last train of the day to come, he looked off into the distance through the dimming twilight and caught sight of the train lights. He stepped onto the control and waited until the train was within a prescribed distance. Then he was to turn the bridge. He turned the bridge into position, but, to his horror, he found the locking control did not work. If the bridge was not securely in position, it would cause the train to jump the track and go crashing into the river. This would be a passenger train with MANY people aboard. He left the bridge turned across the river and hurried across the bridge to the other side of the river, where there was a lever switch he could hold to operate the lock manually. He would have to hold the lever back firmly as the train crossed. He could hear the rumble of the train now, and he took hold of the lever and leaned backward to apply his weight to it, locking the bridge. He kept applying the pressure to keep the mechanism locked. Then, coming across the bridge from the direction of his control shack, he heard a sound that made his blood run cold. The man almost left his lever to snatch up his son and carry him to safety. But he realized that he could not get back to the lever in time if he saved his son. Either many people on the train or his own son " must die. He took but a moment to make his decision. The train sped safely and swiftly on its way, and no one aboard was even aware of the tiny broken body thrown mercilessly into the river by the on rushing train. Nor were they aware of the pitiful figure of the sobbing man, still clinging to the locking lever long after the train had passed. They did not see him walking home more slowly than he had ever walked; to tell his wife how their son had brutally died. Can there be any wonder that He caused the earth to tremble and the skies to darken when His Son died? How does He feel when we speed along through life without giving a thought to what was done for us through Jesus Christ? Hensley and first published in the Michigan Baptist Bulletin in Since then it has appeared in numerous forms, including as a Church of Jesus Christ of Latter-day Saints video version produced in the mids. However even the recounting is but a version of a much older story. Consider this form of the tale from On one of the railroads in Prussia, a few years ago, a switch-tender was just taking his place, in order to turn a coming train approaching in a contrary direction. Just at this moment, on turning his head, he discerned his little son playing on the track of the advancing engine. What could he do? Thought was quick at such a moment of peril! He might spring to his child and rescue him, but he could not do this and turn the switch in time, and for want of that hundreds of lives might be lost. His boy, accustomed to obedience, did as his father commanded him, and the fearful heavy train thundered over him. Little did the passengers dream, as they found themselves quietly resting on that turnout, what terrible anguish their approach had that day caused to one noble heart. The father rushed to where his boy lay, fearful lest he should find only a mangled corpse, but to his great joy and thankful gratitude he found him alive and unharmed. Prompt obedience had saved him. Had he paused to argue, to reason whether it were best " death, and fearful mutilation of body, would have resulted. The circumstances connected with this event were made known to the King of Prussia, who the next day sent for the man and presented him with a medal of honour for his heroism. The tale of a son sacrificed for the salvation of many is best classified as an inspirational parable. Jesus did not go to his death as the result of an accident. Though the Heavenly Father did give up his son to save mankind the way the drawbridge keeper sacrifices his child to spare the lives of strangers , the choice was not forced upon Him by circumstance. The tale has another function besides that of religious allegory. It is sometimes framed as a question and used on philosophy tests. Suppose that your spouse or your baby, like in an old movie, is tied to a railroad track with a train approaching that is carrying people. You are at the switch, but if you switch the train away from your

spouse or baby, it will run over a broken bridge off a high cliff with jagged rocks and a raging current hundreds of feet below. What should you do? Another version involves one child playing on one set of tracks while ten children play on another set the train is headed for and asks if it is right to throw the switch, resulting in one death instead of ten. In that form of the question, the children are not known to the switchman, which removes from the equation the emotional factor of choosing between beloved family members and strangers. By moving it you would be murdering those now about to die. If the switch is left in its original position, no murder will be committed even though deaths occur as a result of inaction.

Chapter 3 : Moveable bridge - Wikipedia

HOSTILITY to immigration was a key driver of Britons' vote on June 23rd to leave the EU. Theresa May has duly said that freedom of movement from the EU cannot continue as before. Yet curbing.

Bridge Procedures Traveling the inland waterways can be a pleasant experience but can also bring some special challenges especially for larger boats and sailboats. Dealing with draw bridges takes some knowledge of how the system works and knowing what you are looking for, especially at night. Nautical charts only tell you that there is a bridge and what the horizontal clearance width and vertical clearance height are. The vertical clearance is the one you are probably going to be most concerned with, i. You should consult your chart for the note on heights; most will show minimum vertical clearance at mean high water. That means if you are at the bridge at any time other than high tide, you should have more clearance than shown. You should, prior to planning a trip, consult the Coast Pilot or Cruising Guides for the area you will be traveling and make notes in your trip log concerning bridges including the name of the bridge, hours of operation, recommended method of contact, etc. As you approach a bridge there are several things that you should look for. You should check the right side of the bridge opening for the "clearance board". This will give you the minimum clearance, in feet, from the water level to the bridge structure. This will determine whether you can clear the bridge or will need to have it open. Speaking of opening a bridge, you should know the vertical height of your boat prior to getting to the bridge. Do not cause unnecessary openings, it is illegal! Coast Guard regulations, you may be subject to both criminal and civil penalties for causing an unnecessary bridge opening because of "any nonstructural vessel appurtenance which is not essential to navigation or which is easily lowered. These same regulations also provide penalties for any bridge tender who "unnecessarily delays the opening of a drawbridge after the required signal has been given. You can not see if another boater is on the other side, out of view, until the boat suddenly darts out into the bridge channel. Other things to look for as you approach the bridge is a blue sign with what looks like a telephone receiver with a lightning bolt through it. This will give you the radio frequencies that the bridge monitors usually 16 and 13 or 9. It is customary, at least in most areas, to contact the bridge tender by VHF radio to request an opening, however, there is a sound signal that can be used. To sound signal the bridge use one prolonged blast followed within 3 seconds with one short blast. The bridge tender will acknowledge an OK with the same signal. If there is a problem in opening at that time the bridge tender will answer with a "NO" by sounding five short blasts. You acknowledge your understanding of the "NO" by responding with five short blasts. Another piece of information on the bridge will be its name. It is not specific enough to just call out "bridge, bridge, bridge. I find that bridge tenders can sometimes be a little cranky. I guess it comes from sitting for long periods of time in a space not much bigger than an outhouse. Even if you know the bridge opens on demand, try not to demand. I usually call the bridge on the radio and ask when the next scheduled opening is. You should note that some bridges open on demand year-round and some only open on demand during certain parts of the year. In areas like South Florida, where the population grows significantly in the winter time, many bridges open only at certain times like every half-hour during the season. You may also find regulatory signs on bridges with information on speed limits or other warnings. In many cases speed limits may change at a bridge so be careful to heed these regulatory signs. The bridge structure makes a great place to set up a marine speed trap. When approaching a bridge at night you will see three red lights in a triangular pattern. The two lower lights indicate the bridge opening just above water level and the center light hangs from the center of the bridge span. If you line up with the center light and keep the relative relationship of the lower lights equidistant on either side you can be assured that you are in the center. While waiting for the bridge to open be aware of your position and make sure that current is not carrying you into the bridge. I remember sitting behind a sailboat a few years ago waiting for the bridge to open. I guess the skipper of the sailboat took the opportunity to go below for some reason. No amount of shouting, blasts on the horn or calls on the radio were successful in raising him as his boat was carried by the current and his mast made contact with the bridge. Luckily, not much damage was done and he was able to back away. Once the bridge is open proceed through with caution.

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Many times, if there is wind or current, you may find your steering affected. Keep a close eye out and try to anticipate any corrections that need to be made. Be sure to look out for other boats that may be waiting on the other side who also want to come through during the opening. Once clear of the bridge you may resume the permitted speed for the area and it is a good idea to thank the bridge tender.

Chapter 4 : Drawbridge - Wikipedia

k Likes, Comments - Banksy (@banksy) on Instagram: "RAISE THE DRAWBRIDGE! Hull."

Draw Bridge Background A bridge over a navigable waterway must allow boats and ships to cross its path, usually by being tall enough to allow them to sail underneath it. Sometimes it is impractical to build a bridge high enough; for example, it may rise too steeply or block the view of an important landmark. In such cases, the bridge can be designed so it can be easily moved out of the way for vessels that are too large to sail under it. The type of movable bridge that most people think of as a draw bridge is similar to those that spanned medieval castle moats. Technically called "bascule bridges" from the French word for seesaw, they may open at one end and lift to one side single leaf or open in the middle and lift to both sides double leaf. Another common type of movable bridge is the vertical lift span, in which the movable section is supported at both ends and is raised vertically like an elevator. Retractable bridges are made so the movable span slides back underneath an adjacent section of the bridge. Swing bridges are supported on vertical pivots, and the movable span rotates horizontally to open the bridge. Movable bridges are relatively rare because they are more expensive to operate and maintain than stationary bridges. They also impede traffic on the water when they are closed and on the roadway or rail line when they are open. Of the bridges for which the New York City Transportation Department is responsible, 25 are movable bridges, including at least one of each of the four types defined above.

History A few ancient drawbridges were built, including one 4, years ago in Egypt and one 2, years ago in the Chaldean kingdom of the Middle East. But they were not commonly used until the European Middle Ages. By the end of the fifteenth century, Leonardo da Vinci was not only designing and building bascule bridges but also drawing plans and constructing scale models for a swing bridge and a retractable bridge. The modern era of movable bridge construction began in the mid-nineteenth century following the development of processes for mass producing steel. Steel beams are light and strong, steel bearings are durable, and steel engines and motors are powerful. Many of the movable bridges currently in use in the United States were built in the early twentieth century. As they are being refurbished or replaced, two types of improvements can be made. First, more sophisticated design techniques and stronger, lighter materials allow new bridges to be built higher above the water. This means larger vessels can sail under them; consequently, it is not necessary to open them as frequently. Some modern replacements must be opened only one-fourth to one-third as often their predecessors. Second, some new bridges are operated hydraulically rather than being driven with gear mechanisms.

Raw Materials Draw bridges are made primarily from concrete and steel. Seventy-five hundred short tons 6, metric tons of structural steel and , short tons 13, metric tons of concrete were used in the Casco Bay Bridge

A typical draw bridge. Design Each draw bridge is a unique structure designed for its particular location and traffic needs. There are at least half a dozen different design concepts, but the most common is the bascule type. In double-leaf or four-leaf a double-leaf bridge with separate leaves for each direction of vehicular traffic bascule bridges, each leaf can be raised and lowered independently. The energy required to raise and lower the bascule leaves is greatly reduced by counterbalancing each leaf with a compact weight on the opposite side of the pivot axle trunnion. In various bascule designs, this counterweight might be located above the roadway and allowed to pivot below the roadway as the bridge is raised, or it might be located below the roadway and allowed to descend into a basement level often well below the waterline as the bridge opens. The counterweight is a massive concrete box containing chambers into which heavy, metal rods can be inserted to change the weight and its distribution. It might be located adjacent to the trunnion or, for greater leverage, be set back a few yards meters. As an example, each pair of ton metric-ton leaves on the Casco Bay Bridge is balanced with an ton metric-ton counterweight. Besides the leaves and the counterweights, the other primary elements of a bascule bridge are the trunnion and the lift mechanism. A single steel trunnion up to 10 ft 3 m in diameter and 65 ft 20 m or more in length may be used for one leaf of the movable span; or a separate, short trunnion may be used for each side of each leaf. The lift mechanism is usually a rack-and-pinion gear arrangement driven by electric motors.

The Manufacturing Process Although each installation is different, the following is a generic

description of the construction of a bascule bridge. Piers 1 If the bascule support piers will be located in the water, a cofferdam is built around the site for each pier. Steel panels are lowered into the water and driven into the riverbed to form a box. A clamshell digger A. Piles are inserted deep into the riverbed to support the great weight of the pier and the bascule leaves. Steel piles may be driven, or reinforced concrete piles may be poured, into drilled holes. The bottom of the cofferdam is sealed with a layer of concrete. The water is pumped out of the cofferdam to provide a dry area for constructing the pier. Steel bars rebar are tied together to make a carefully designed reinforcing cage for the interior of the pier. The rebar cage is lowered into position inside the forms. The forms are filled with concrete. When the concrete has hardened, the forms are removed. Around the waterline, a protective layer of an erosion-resistant material, such as granite, may be attached to the pier. The cofferdam is removed. For example, on the Casco Bridge, large concrete cylinders were erected upstream and downstream from each pier to support the ends of a steel fender. The fender was faced with slippery plastic to deflect minor impacts. Under heavier impacts, the fender can deflect against rubber bumpers and, if necessary, against crushable hollow concrete boxes that would keep the impact from damaging the pier itself. Bascule leaves 4 One or more trunnions are mounted on supports within the pier. A trunnion bearing is mounted in an opening in each girder. The girder may be equipped with gears that will mesh with the lift mechanism, or it may be fitted with paddles that hydraulic rams can push against. The heel section is completed with a crossbeam connecting the two side girders. The counterweight is attached to the heel section. Steel braces are attached between the side girders and any other longitudinal girders. As pieces are added to the leaf, an appropriate amount of weight must also be added to the counterweight to maintain stability. This is particularly important if the bridge is being built in the closed position and must be opened during construction to allow marine traffic to pass. Devices called span locks are mounted on the leaf tips to connect opposite leaves when the bridge is down, so that vehicles driving on the bridge will not make the leaves bounce. Additional locks can secure the leaves in their open position so wind does not force them back down. Finishing 11 Panels of steel-grate decking are installed atop the leaf. Sometimes a thin concrete surface is added. When properly balanced, the leaf is slightly heavier than the counterweight so gravity gently lowers closes the bridge. Ongoing Adjustments Throughout the lifetime of the bridge, counterweight adjustments must be made. Shortterm adjustments compensate for ice or snow accumulations, for example. Longterm adjustments balance leaf weight changes due to activities such as repaving or painting. When the foot m long High Street Bridge in Alameda County, California, was refurbished in , 25, pounds 11, kg of paint and primer were removed from its two bascule leaves. The counterweights had to be adjusted before and after repainting the span. The two-level, double-leaf bascule bridge was under-going repairs, and the concrete paving had been stripped off both the upper and lower decks. A large crane was parked behind the trunnion of one leaf, just above a counter-weight that had not been lightened to compensate for the paving removal. Safety locks may also have been improperly engaged or defective. The opposite side of the bridge was opened to allow a boat to pass. When it closed and mated with the side that had remained down, the static half was jarred enough to release its unbalanced energy. The leaf "sprang up without warning, like a gargantuan catapult, hurling equipment and debris hundreds of feet across Wacker Drive into buses, automobiles, and pedestrian traffic," according to an analysis in the Journal of the American Society of Mechanical Engineers. The article continued, "The rapid rotation of the bridge ripped it from its trunnion bearings and the entire span slammed to the bottom of the counterweight pit. The Future There are two categories of movable bridge innovations. Refinements of traditional designs include minimizing the construction of large, submerged pits to receive counter-weights when the bridge is open. For example, the 17th Street Causeway Bridge in Fort Lauderdale, Florida, begun in , allows compact counterweights to swing within V-shaped support piers rather than down into basements below bulky piers. The South Eighth Street Bridge in Sheboygan, Wisconsin, completed in , operates without any counterweight despite its comparatively heavy, reinforced concrete deck. Rather than being gear-driven, the ft ni long single-leaf bascule is moved by a powerful hydraulic system. Other movable bridge innovations introduce entirely new concepts. For instance, the Baltic Millennium Bridge in Gateshead, England to be opened to the public in , consists of two parabolic arches connected by a series of parallel cables. When the bridge is closed, one arch is horizontal and the other is vertical. The steel and aluminum

structure is designed to carry pedestrian and bicycle traffic across the 17m wide River Tyne. Other 17th Street Causeway. Watson, Sara Ruth, and John R. Bridges of Metropolitan Cleveland.

Chapter 5 : Castle Drawbridge

After Hull was named 's City of Culture, you'd think the local councillors would be a little more excited about gaining a brand new piece of art from one of the UK's most popular and well-known modern artists - however, this was not the case!

Chapter 6 : Raise the Drawbridge! Lower the Portcullis! | Dan's Musings (or, the Mercenary of Truth)

While we last heard from him in Bethlehem a couple weeks ago, Banksy is back in the UK where he just unveiled a brand new piece in Hull City Centre. The new artwork shows a young boy sitting on top of an old graffiti tag. He is wearing a cape and hold a customized sword pencil combo. The boy is.

Chapter 7 : Chicago Bridge Lift Schedule

Find album reviews, stream songs, credits and award information for Raise the Drawbridge - Drawbridge on AllMusic.

Chapter 8 : Raise the Draw-Bridge! Achievement in Arcana Heart 3

Raising the Bridge empowers teens to reach their greatest potential by providing life skill development, mentoring, and community involvement opportunities. Raising the Bridge serves at-risk youth ages through support, mentoring, tools to enhance life skills and athletic programs.

Chapter 9 : Raise the drawbridge | Open Library

Don't Raise The Bridge Lower The River had a pretty good plot premise, but somehow Lewis and Terry-Thomas never quite meshed together in their comedy styles. It's like both were in different films. In fact the comedy itself is clearly British in origin with Lewis brought in to insure some American box office.