

Chapter 1 : Where the Asphalt Ends : Bogota's Periferias - CETRI, Centre Tricontinental

I recently ate lunch with a co-worker who has lost 50 pounds in the past four months. Now, if I could lose another 50 pounds, I'd be real close to perfect, so I was interested in exactly what she was doing.

Appearance of the suspension of the rear axles. The location of the propeller gear in the car. In addition, high performance truck made it in the eyes of designers great base model to create various modifications. So, in , on the roads of the country appeared truck tractor ZIL. He was able to tow a trailer with a load of 6 to 11 t depending on road conditions. Later released ZIL, the essential feature of which was screened electrical equipment. Its main characteristic was the increased passability. Appearance modification is almost no different from favorite drivers car, but in a number of units of ZIL designers have made very significant improvements, increased engine life, improved reliability and performance. So, for the first time on a truck used single-disc clutch, hand brake with drum-type, telescopic dampers, in addition, upgraded gearbox. Structurally-kinematic scheme of the transmission model of the ZIL To be clearer, in what way was this period of design ideas, see, for example, changed the axle load of the vehicle – a figure very significant for the characteristics of its behavior on the road. They are released in Grozny and Kharkov, collect and in other cities, but everywhere on the hood left emblem homeland machine – the famous automobile plant named after Likhachev. A large body allows you to conveniently place the equipment or the motor power supply, and single tires on rear axles provide low rolling resistance when driving ia turns. This is very important for electromodel competing on the speed along the circular track or RC track, passing complex shaped track. As you know, the model on the bench examination will be awarded points as per availability of respective nodes and the quality of their production. A complete copy of the transmission ZIL allows you to gain a significant number of points. To nodes, which gives extra points compared to a normal car scheme include: The award credits is estimated also, each drive axle over one , provided by the design of the car prototype. Similar and inside equipment, with the exception of the control lever transfer case and valves pumping cylinders. Instrument panel and cab door from the inside, painted dark green, the ceiling is covered with dark gray fiber floors black rubber Mat with cutouts for the levers. The same color steering wheel and controls transmission and brakes. The lower part of the seat is divided into two unequal lobes: All the cars that went with Belovskogo conveyor, painted in dark green military color. The onboard version of the car represented in our drawing, has folding seats along the long sides for passengers and a removable canvas awning is installed on the arcs. The color of the awning – green.

Chapter 2 : Forums - Anti Asphalt Addicts

Provided to YouTube by TuneCore Where the Asphalt Ends Â· BoonDock Kingz Â· Bluefoot Mountain Muzik (Deluxe Edition) â„— D. Thrash Productions Released on: Auto-generated by YouTube.

International Relation Centers At the southern end of Bogota, Colombia, in the cold, wind-eroded mountains, millions of people displaced by 60 years of war try to build the world of their dreams despite threats from armed groups and abuse from landowners. Public services seem more precarious here: We are coming to the outskirts of the outskirts. Mauricio says that this was the wish of the handful of Salesian teachers and students who started the project in committed to a popular education ideal: The capital is growing at a dizzying rate, mostly with the migration of those displaced by war. They had to walk five kilometers with pots and buckets to get water. Because the sales were illegal, the police came at night and burned the cardboard and asphalt sheet settlements, considering them an invasion. Unlike in the majority of Latin American and Colombian city peripheries, where most families invaded lands illegally, in Bogota the buying of individual lots predominated, with families building their own houses. Three hundred children attended classes at the school, which was run in three prefabricated stalls of just 40 meters, and a group of self-taught volunteer teachers. Many of the children sat on the floor or on a brick and they wrote on a wooden block that served as a desk. Those were the very politicians who had sold and resold illegal lands in the peripheral neighborhoods with the protection of the authorities. As the community organized itself alongside the school, the conflicts began. Most of the children stayed in the house while their parents went out to work. There were fires and some accidents, so a group of women decided to begin taking care of the children collectively in their own houses, without official help. They themselves built a place for 60 children, including bathroom and kitchen, and in they took the offices of the Family Wellness Institute to achieve the funds to pay salaries. In this way they have achieved everything. With all this, in the neighborhood chose Evaristo as president of the Local Action Committee. In the following years, and thanks to multiple pressures among which stand out the dozens of takings of state and municipal businesses, the whole neighborhood got electricity and water. But it was not the government that built everything. The neighbors had to do most of the construction. A group of young people organized parties to raise money for the park, and later worked in its construction. The highway was important for public transportation to reach the area. Toward the end of more than neighbors went out with picks and spades every Sunday for three weeks, to make the main road. At every step of the way they were met by new problems. Later they built a communal shop to keep essentials cheap and not have to leave the neighborhood to buy them. The Medical Attention Centre was created at the beginning of the 90s. This became a reference point for all of Ciudad Bolivar. On May 11, Evaristo was assassinated, just like so many other social and neighborhood leaders in the country in those years. It seems the murderers were those who felt displaced by the community work that the director of the Cerros del Sur institute encapsulated. His death remains unpunished. It is the principal meeting place for discussion and planning of community activities. They conceived pedagogy as touching on all aspects of life, not just what goes on in the classroom. It is the neighborhood as a whole. We should learn through varied social practices: With the implementation of the neoliberal model a new problem arose: Parallel to this there was a cultural reawakening with meetings, workshops, talks, and shows. The Civic Unit was created, consisting of 65 Ciudad Bolivar organizations that called a strike for Oct. The strike was a success in that the municipality accepted nearly all the demands and created commissions to assure the completion of the terms of the signed agreements, with the communal organizations participating. From this moment on a lot of money began to arrive, with high levels of corruption, which spoiled things somewhat. When that money arrived, so did the NGOs that live off misery, and an atomization was produced, and this whole organization was broken, also along with the murder of many leaders. The organizational net ripped. The Communal Action Committee was replaced in by a Community Council, with the aim of raising participation levels. In the traditional committee a steering group of seven members was chosen but the council added various representatives from its 17 work areas. In this way it changed from a seven-person directive to a kind of people-plus open assembly. In the school there is a working garden area filled with

organic cultivation techniques, forming part of the food security project that has been developing and is now to be extended to private house land plots, where families are beginning to cultivate small amounts of organic products, and to other school spaces and wastelands in the neighborhood. The urban agriculture began just five years ago and now a market area is being installed to avoid intermediaries so that the farmers can sell their products straight to the neighbors. Slow Change With the help of Cerros del Sur teachers, students, and alumni, the community organization develops. Every issue it works on implies coordinated block by block organization with weekend meetings in the community school. One of the latest successes was getting building resources to improve homes, with the support of architects to redesign the interiors of the houses. The most important issues they work on are human rights, sports, community child-rearing, education for people with special needs, culture, street paving, and housing. In general, kids from neighborhoods like Potosi fall victim to paramilitary groups, who in this neighborhood alone have killed between and young people since the beginning of the 90s. Asked about the most important changes in his neighborhood, Mauricio explains: There has been a clear improvement since then in living conditions. Now there are public services, there is almost full enrolment in primary school and nearly full in secondary. But the most noticeable change is cultural. People have had the chance to finish their studies and enroll in higher education, reducing the consumption of drugs, domestic violence, and robberies. There has been an obvious improvement in community organization. There is more autonomy. The differences are noticeable. The streets are not paved, the housing is much less secure, mostly just one floor of improvised materials. You leave or they kill you. That is their style in every case. If you have a store you need to pay them protection money. You can see 12 and year-old girls pregnant, although in our school there are many less than in other neighborhoods. Before we descend to the avenue where the taxi left us, we walk through part of the neighborhood: Mauricio explains other projects that are newly up and running. One of these trades clothes, toys, and shoes and gives the money earned toward special needs education.

Chapter 3 : Asphalt - Wikipedia

Where The Asphalt Ends. 80 likes. Website. Did you know there's a job called 'Imagineer' where you get to engineer imaginations and make it a reality.

Check back regularly for new posts through the end of the conference on December 3rd. There I joined a budding coalition of immigrant and civil rights advocates, communities of faith, union leaders, employment justice attorneys, and working people who were grappling with the changes happening in their neighborhoods and workplaces. A decade later I told this story in my book, *Scratching Out a Living*. While I eventually left Mississippi, many of the relationships I built there were deep, rooted in personal commitment and political struggle. This is especially true of the bonds I formed with injured workers. We spent the next year in surgeries and physical therapy together, including countless hours of conversations on the road to and from appointments. When he returned to Veracruz a few years later, at first he called periodically to give me updates on his life back home, but eventually we lost touch. The number I had for him stopped working, and his phone calls ceased. Armed with his birth certificate, an old student ID, a handful of photos, and bunches of curiosity, we headed into the mountains of Veracruz. While inquiring about the best routes and state of the rural dirt roads at our hotel, an employee called her father, a retired long-haul trucker from the area, for guidance. Don Tibursio offered to accompany us on our journey, and we were delighted to have a local guide and native Nahautl speaker on our team. But nearly to the village, my realization that I had failed to fill the gas tank that morning forced us to turn back. I felt a flood of disappointment as we searched for gas in the town where the asphalt ended. We had come so far but had been unable to find Gaudenico or his family. Don Tibursio insisted it was too late in the day to make a second attempt. We eventually found ourselves in the home of a woman who had married a man from the village. Though skeptical at first, her husband shared by phone that he knew the family. He had seen Gaudenico sometime in the last few years and believed he was living several hours away in the city of Xalapa. Unable to stay, I left a note for Gaudencio, one for his mother, and a copy of my book along with a request that they be delivered. I hoped that one day with the help of kind strangers and technology I might hear from one of them. My phone rang early the next morning. Our families joyfully met up later that day outside of Xalapa. At 30 years old, today Gaudencio is married with an infant daughter. He drives a taxi for a living. Oh, and that glove he used to wear? He proudly boasts that he tossed it as soon as he returned to Mexico.

Chapter 4 : Where The Sidewalk Ends Poem by Shel Silverstein - Poem Hunter

"Where the Asphalt Ends" is a gentle book that brings forward from more than 60 years ago the idyllic summers Livesay spent in Door County, Wisconsin. The viewpoint is a child's or a teenager's, with enough of the adult author's commentary to indicate the woman formed from those Door County experiences.

The components of asphalt include four main classes of compounds: Naphthene aromatics naphthalene , consisting of partially hydrogenated polycyclic aromatic compounds Polar aromatics, consisting of high molecular weight phenols and carboxylic acids produced by partial oxidation of the material Saturated hydrocarbons ; the percentage of saturated compounds in asphalt correlates with its softening point Asphaltenes, consisting of high molecular weight phenols and heterocyclic compounds The naphthene aromatics and polar aromatics are typically the majority components. It is commonly modelled as a colloid , with asphaltenes as the dispersed phase and maltenes as the continuous phase. During the early and mid-th century, when town gas was produced, coal tar was a readily available byproduct and extensively used as the binder for road aggregates. The addition of coal tar to macadam roads led to the word " tarmac ", which is now used in common parlance to refer to road-making materials. However, since the s, when natural gas succeeded town gas, asphalt has completely overtaken the use of coal tar in these applications. Other examples of this confusion include the La Brea Tar Pits and the Canadian oil sands , both of which actually contain natural bitumen rather than tar. Additives, mixtures and contaminants[edit] For economic and other reasons, asphalt is sometimes sold combined with other materials, often without being labeled as anything other than simply "asphalt. It contains the various non-refined elements and compounds in recycled engine oil, leftover from the re-refining process"both additives to the original oil, and materials accumulating from its circulation in the engine typically iron and copper. Some research has indicated a correlation between this contamination of asphalt and poorer-performing pavement. Naturally occurring deposits of bitumen are formed from the remains of ancient, microscopic algae diatoms and other once-living things. These remains were deposited in the mud on the bottom of the ocean or lake where the organisms lived. Bitumen also occurs in unconsolidated sandstones known as "oil sands" in Alberta , Canada, and the similar "tar sands" in Utah , US. These bituminous sands contain billion barrels Although historically it was used without refining to pave roads, nearly all of the output is now used as raw material for oil refineries in Canada and the United States. Of the Alberta deposits, only parts of the Athabasca oil sands are shallow enough to be suitable for surface mining. An example of this is within the Uinta Basin of Utah , in the US, where there is a swarm of laterally and vertically extensive veins composed of a solid hydrocarbon termed Gilsonite. These veins formed by the polymerization and solidification of hydrocarbons that were mobilized from the deeper oil shales of the Green River Formation during burial and diagenesis. Due to pressure from the rising of the Rocky Mountains in southwestern Alberta, 80 to 55 million years ago, the oil was driven northeast hundreds of kilometres and trapped into underground sand deposits left behind by ancient river beds and ocean beaches, thus forming the oil sands. In the ancient Middle East, the Sumerians used natural bitumen deposits for mortar between bricks and stones, to cement parts of carvings, such as eyes, into place, for ship caulking , and for waterproofing. Approximately 40 AD, Dioscorides described the Dead Sea material as Judaicum bitumen, and noted other places in the region where it could be found. It was a valuable strategic resource, the object of the first known battle for a hydrocarbon deposit"between the Seleucids and the Nabateans in BC. This was used to cover objects that needed waterproofing, [2] such as scabbards and other items. Statuettes of household deities were also cast with this type of material in Japan , and probably also in China. In North America , archaeological recovery has indicated bitumen was sometimes used to adhere stone projectile points to wooden shafts. In the s there was a surge of interest, and asphalt became widely used "for pavements, flat roofs, and the lining of cisterns, and in England, some use of it had been made of it for similar purposes". Lamb Phipson writes that his father, Samuel Ryland Phipson, a friend of Claridge, was also "instrumental in introducing the asphalt pavement in ". In , extensions for the patent and for both patents were sought by the trustees of a company previously formed by Claridge. For example, asphalt could also be used for flooring, damp proofing in

buildings, and for waterproofing of various types of pools and baths, both of which were also proliferating in the 19th century. And numerous patents were granted in France, with similar numbers of patent applications being denied in England due to their similarity to each other. All three groups used the substance as an adhesive. It is found on many different artifacts of tools and ceremonial items. For example, it was used on rattles to adhere gourds or turtle shells to rattle handles. It was also used in decorations. Small round shell beads were often set in asphaltum to provide decorations. It was used as a sealant on baskets to make them watertight for carrying water, possibly poisoning those who drank the water. Asphalt was first used to pave streets in the s. At first naturally occurring "bituminous rock" was used, such as at Ritchie Mines in Macfarlan in Ritchie County, West Virginia from to In , asphalt-based paving was used to pave Pennsylvania Avenue in Washington DC, in time for the celebration of the national centennial. However, that produced uneven wear, opened new hazards for pedestrians and made for dangerous potholes for bicycles and for motor vehicles. Manhattan alone had , horses in , pulling streetcars, wagons, and carriages, and leaving their waste behind. They were not fast, and pedestrians could dodge and scramble their way across the crowded streets. Small towns continued to rely on dirt and gravel, but larger cities wanted much better streets. They looked to wood or granite blocks by the s. Brick surfacing was a good compromise, but even better was asphalt paving, which was easy to install and to cut through to get at sewers. With London and Paris serving as models, Washington laid , square yards of asphalt paving by ; it became the model for Buffalo, Philadelphia and elsewhere. By the end of the century, American cities boasted 30 million square yards of asphalt paving, well ahead of brick. Electric trolleys at 12 miles per hour became the main transportation service for middle class shoppers and office workers until they bought automobiles after and commuted from more distant suburbs in privacy and comfort on asphalt highways. The nearest town, Fort McMurray, Alberta , was a small fur trading post, other markets were far away, and transportation costs were too high to ship the raw bituminous sand for paving. In , Sidney Ells of the Federal Mines Branch experimented with separation techniques and used the product to pave feet of road in Edmonton , Alberta. Other roads in Alberta were paved with material extracted from oil sands, but it was generally not economic. During the s Dr. Clark of the Alberta Research Council patented a hot water oil separation process and entrepreneur Robert C. Most of the bitumen was used for waterproofing roofs, but other uses included fuels, lubrication oils, printers ink, medicines, rust- and acid-proof paints, fireproof roofing, street paving, patent leather, and fence post preservatives. Today the Bitumount plant is a Provincial Historic Site. The bitumen was thinly coated onto a pewter plate which was then exposed in a camera. Exposure to light hardened the bitumen and made it insoluble, so that when it was subsequently rinsed with a solvent only the sufficiently light-struck areas remained. Many hours of exposure in the camera were required, making bitumen impractical for ordinary photography, but from the s to the s it was in common use as a photoresist in the production of printing plates for various photomechanical printing processes. Although widely used for a time, it ultimately proved unstable for use in oil painting, especially when mixed with the most common diluents, such as linseed oil, varnish and turpentine. Unless thoroughly diluted, bitumen never fully solidifies and will in time corrupt the other pigments with which it comes into contact. The use of bitumen as a glaze to set in shadow or mixed with other colors to render a darker tone resulted in the eventual deterioration of many paintings, for instance those of Delacroix. According to the requirements of the end use, asphalt is produced to specification. This is achieved either by refining or blending. It is estimated that the current world use of asphalt is approximately million tonnes per year. It is also used in other paved areas such as airport runways, car parks and footways. Typically, the production of asphalt concrete involves mixing fine and coarse aggregates such as sand , gravel and crushed rock with asphalt, which acts as the binding agent. Other materials, such as recycled polymers e. Asphalt is applied in the construction and maintenance of many structures, systems, and components, such as the following:

Chapter 5 : Where Asphalt Ends : Sketches from a Door County Summer Childhood | eBay

The latest Tweets from The Asphalt Ends (@AsphaltEnds). Where the Asphalt Ends: A monthly podcast. Tune in soon. A Stange Highway.

Chapter 6 : best Where the asphalt ends images on Pinterest | Autos, Chevy trucks and Lifted trucks

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Chapter 7 : Where the Asphalt Ends | Thrill Seeking Behavior

Find this Pin and more on Where the asphalt ends by Neil Croy. The Chevrolet E-Rod pick up. This model has been completely restored by Chevy and is now powered by a and auto gearbox that meets most modern emissions standards.

Chapter 8 : Where The Asphalt Ends - Boondock Kingz Feat. Bluefoot | Shazam

The Town Where the Asphalt Ends November 28, This guest post is published in conjunction with the American Anthropological Association conference in Washington D.C. Check back regularly for new posts through the end of the conference on December 3rd.

Chapter 9 : End of Season Asphalt Paving - Winter is Coming

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