

Chapter 1 : Dietz, Brother & Co [WorldCat Identities]

*A Leaf From The Past [Robert Edwin Dietz, Frederick Dietz] on blog.quintoapp.com *FREE* shipping on qualifying offers. This is a reproduction of a book published before*

Early history[edit] Electric model cars[edit] The invention of the first model electric vehicle is attributed to various people. In , Vermont blacksmith Thomas Davenport built a similar contraption which operated on a short, circular, electrified track. It was powered by galvanic cells batteries. Davidson later built a larger locomotive named Galvani, exhibited at the Royal Scottish Society of Arts Exhibition in . The 7-kilogram 7-long-ton vehicle had two direct-drive reluctance motors , with fixed electromagnets acting on iron bars attached to a wooden cylinder on each axle, and simple commutators. It hauled a load of 6, kilograms 6 long tons at 6. It was tested on the Edinburgh and Glasgow Railway in September of the following year, but the limited power from batteries prevented its general use. It was destroyed by railway workers, who saw it as a threat to their security of employment. He also may have been concerned about the malign effects smoke and pollution were having in London. The company merged with other rivals in to form the Electric Construction Corporation; this company had a virtual monopoly on the British electric car market in the s. Before the pre-eminence of internal combustion engines , electric automobiles also held many speed and distance records. It was not until that consumers began to devote attention to electric vehicles, after A. Ryker introduced the first electric tricycles to the U. Golden age[edit] Interest in motor vehicles increased greatly in the late s and early s. Electric battery-powered taxis became available at the end of the 19th century. In London, Walter C. Bersey designed a fleet of such cabs and introduced them to the streets of London in . They were soon nicknamed "Hummingbirds" due to the idiosyncratic humming noise they made. They did not have the vibration, smell, and noise associated with gasoline cars. They also did not require gear changes. While steam-powered cars also had no gear shifting, they suffered from long start-up times of up to 45 minutes on cold mornings. The cars were also preferred because they did not require a manual effort to start, as did gasoline cars which featured a hand crank to start the engine. Electric cars found popularity among well-heeled customers who used them as city cars , where their limited range proved to be even less of a disadvantage. In the United States by the turn of the century, 40 percent of automobiles were powered by steam, 38 percent by electricity, and 22 percent by gasoline. A total of 33, electric cars were registered in the United States, and America became the country where electric cars had gained the most acceptance. They featured luxurious interiors and were replete with expensive materials. Sales of electric cars peaked in the early s. In order to overcome the limited operating range of electric vehicles, and the lack of recharging infrastructure, an exchangeable battery service was first proposed as early as . The vehicle owner purchased the vehicle from General Vehicle Company GVC, a subsidiary of the General Electric Company without a battery and the electricity was purchased from Hartford Electric through an exchangeable battery. The owner paid a variable per-mile charge and a monthly service fee to cover maintenance and storage of the truck. Both vehicles and batteries were modified to facilitate a fast battery exchange. The service was provided between and and during that period covered more than 6 million miles. Beginning in a similar successful service was operated in Chicago for owners of Milburn Wagon Company cars who also could buy the vehicle without the batteries. A number of developments contributed to this situation. By the s an improved road infrastructure required vehicles with a greater range than that offered by electric cars. Worldwide discoveries of large petroleum reserves led to the wide availability of affordable gasoline, making gas-powered cars cheaper to operate over long distances. Gasoline cars became even easier to operate thanks to the invention of the electric starter by Charles Kettering in , [29] which eliminated the need of a hand crank for starting a gasoline engine, and the noise emitted by ICE cars became more bearable thanks to the use of the muffler , which Hiram Percy Maxim had invented in . Finally, the initiation of mass production of gas-powered vehicles by Henry Ford brought their price down. Electric vehicles became popular for certain applications where their limited range did not pose major problems. Forklift trucks were electrically powered when they were introduced by Yale in . Michael Brian examines the social and technological reasons for the failure of electric cars in his book Taking

Charge: The Electric Automobile in America. Fuel-starved European countries fighting in World War II experimented with electric cars such as the British milk floats and the French Breguet Aviation car, but overall, while ICE development progressed at a brisk pace, electric vehicle technology stagnated. In the late s, Henney Coachworks and the National Union Electric Company, makers of Exide batteries, formed a joint venture to produce a new electric car, the Henney Kilowatt , based on the French Renault Dauphine. Revival of interest[edit] In , American Motors Corporation AMC and Sonotone Corporation announced a joint research effort to consider producing an electric car powered by a "self-charging" battery. The Enfield did make it into small-scale production, were eventually produced. The three lunar rovers are currently parked on the moon On 31 July , an electric car received the unique distinction of becoming the first manned vehicle to drive on the Moon ; that car was the Lunar rover , which was first deployed during the Apollo 15 mission. The "moon buggy" was developed by Boeing and GM subsidiary Delco Electronics co-founded by Kettering [29] featured a DC drive motor in each wheel, and a pair of volt silver-zinc potassium hydroxide non-rechargeable batteries. After years outside the limelight, the energy crises of the s and s brought about renewed interest in the perceived independence electric cars had from the fluctuations of the hydrocarbon energy market. General Motors created a concept car of another of their gasoline cars, the Electrovette Almost all other production electric cars were withdrawn from the market and were in some cases seen to have been destroyed by their manufacturers. GM famously de-activated the few EV1s that were donated to engineering schools and museums. Most electric vehicles on the world roads are low-speed, low-range neighborhood electric vehicles NEVs. Pike Research estimated there were almost , NEVs on the world roads in These electric vehicles are not considered by the government as new energy vehicles due to safety and environmental concerns, and consequently, do not enjoy the same benefits as highway legal plug-in electric cars. Modern highway-capable electric cars[edit] California electric car maker Tesla Motors began development in on the Tesla Roadster , which was first delivered to customers in In November Tesla delayed one more time the start of deliveries to retail customers, and announced the company expects Model X deliveries to begin in the third quarter of In an August edition of The New Yorker, GM vice-chairman Bob Lutz was quoted as saying, "All the geniuses here at General Motors kept saying lithium-ion technology is 10 years away, and Toyota agreed with us â€” and boom, along comes Tesla. The Renault Fluence Z. The battery exchange process took five minutes. Less than 1, Fluence Z. The record was officially registered by Guinness World Records. Several months later, the Nissan Leaf overtook the i MiEV as the best selling all-electric car ever, [97] and by February global sales of the Leaf reached the 50, unit mark. Toyota eQ in Japan in The car production is limited to units. Toyota announced that 90 out of the vehicles produced globally will be placed in carsharing demonstration projects in the United States and the rest in Japan. Its manufacturer, Coda Automotive , filed for Chapter 11 bankruptcy protection on 1 May The company stated that it expects to emerge from the bankruptcy process to focus on energy storage solutions as it has decided to abandon car manufacturing. This time was the Nissan Leaf with units sold, representing a 5. The ,th car was delivered to a British customer. Global sales of the Renault Zoe , released in , achieved the 50, unit milestone in June Nissan sales totaled , units, which includes the Nissan Leaf and the e-NV van. Renault has sold 65, electric vehicles, and its line-up includes the ZOE passenger car, the Kangoo Z. Before the unveiling event, over , people had reserved the Model 3. The ,th unit was delivered in October The Norwegian electric-drive segment achieved a combined market share of In October , 1 in every 10 passenger cars on Norwegian roads was a plug-in.

Chapter 2 : Monroe County's Omnibus " Omnibuses

, a Leaf From the Past; Dietz, Then and Now Origin of the Late Robert Edwin Dietz His Business Career, and Some Interesting Facts About New York by Fred Dietz Origin of the Late Robert Edwin Dietz His Business Career, and Some Interesting Facts About New York.

One evening a few weeks ago, one of my neighbors inclined her head at another neighbor. Each leaf holds two images. Each leaf is a treasure. The Gettysburg Reunion was the brain child of General H. Huidekoper, a Philadelphian veteran. He suggested it to Pennsylvania Governor Edwin S. Stuart , who gave it his full support. Over tents were set up over acres, organized by state. The General lost a leg in battle. July 2 " [obscured]. If you look closely. An X marks the spot of General Sickles. Despite the blurriness, an excitement pervades the album. The photographer"or captionist"was excited about his or her or their chance to witness history. Whoever they were, the captioned words brought history in focus years later. I wanted to know what they experienced. Perhaps not the exact moment represented in the album, but it gives us a pretty good idea of what the visitors would have seen on July 2, The Heat While our witnesses wandered the grounds of the battlefields and watched pageantry in the tents, they were sweltering with heat. Gillespie of the Pittsburgh Press. He wrote the following in his column on July 1, page 3: All day long yesterday, the reunited veterans of the north and the south had enjoyed themselves almost with the abandon of children. Every one [sic] was laughing, calling cheerily to passing friend or stranger, cutting capers and playing pranks, just like boys on a vacation long looked forward to. Our storyteller also inserted professional postcards in her album, some of which appear to have been collected later. But it was the firsthand photographs that intrigued me most.

Chapter 3 : Lila Leslie - IMDb

*A Leaf from the Past; Dietz, Then and Now; Origin of the Late Robert Edwin Dietz--His Business Career, and Some Interesting Facts About New York [Robert Edwin Dietz] on blog.quintoapp.com *FREE* shipping on qualifying offers.*

By Jack Putnam on Monday, December 29, - Its easier to get forgiveness than it is permission. Slip Plate is the easy way, you brush it over the bare disc sanded or blasted spring contact surfaces. Air dry a few hrs, then rub it to a sheen, as the graphite gets slick when rubbed. A dispo foam sponge brush works well. Clean off areas by using a knife or sand paper that will be covered with finish paint, like the edges of the leaf, then prime and finish paint the spring after assembly. By Dan Treace on Monday, December 29, - Slip Plate between each leaf on this tapered leaf spring, no greasy leaks or residue. Gary, You apply dry lube directly over the bare sandblasted areas. During the summer, I let the sun do the baking. The "Slip Plate" product that Dan Treace is using sounds like it may also work. From the pictures provided by Dan If you live near Fallbrook, Ca. I would be happy to provide some dry lube "Free". By Garry Potter on Monday, December 29, - I have ordered slip-plate which is available in Canada. I was having some confusion because I did not realize you applied the graphite product directly to bare metal. I live about 1 hour North of Toronto. Congratulations on your San Diego Chargers. I was hoping they would win and they sure blew Denver away. I do not have much T experience but I am learning I do have some thoughts that I have applied through general spring and pre war restoration work. I always try to dress the wear ridges of the spring leaves. I feel that if possible it is best to reduce the fatigue concentration area that may be caused in the ridge. I always try to dress by hand or apply a light powerfile along the lengthwise axis, not across the spring. By dressing this way it is easier to avoid rounding and tapering the edges If in doubt especially on the main leaf, apply some form of crack detection. Blasting before file dressing is best. Interestingly the spring leaves generally form a slight trough along their axis from the camber setting. You may see this when you commence filing of the worn section. Springs that are lubricated perhaps benefit from this trough to act as an oil or grease reservoir area. Sanding across the leaf may lose this. Rolls Royce pre war allow. Also keep in mind the surface of the leaf will have an effect on damping. Again RR used cadmium plating very low friction and oil lubrication to each of the working leaves, other manufacturers do not apply any lubrication or perhaps a steel shim to allow a greater form of damping. Damping at high road speeds on beam front axles is very important. Sorry if this is non T, but I thought it may be of interest. By Dan Treace on Thursday, January 08, - One pound will lubricate 75 springs. Part RB Got mine at the friendly local tractor supply store, got a new pair of Wranglers while there too. By Mike Zahorik on Thursday, January 08, - I agree with Dan, EZSlide seems to work well. I too purchased it at the Track Supply Store. They have quarts and gallons. By Mark Gregush on Thursday, January 08, - I made my own. Started with the smallest can of black Rustoleum paint and added graphite till I thought there was plenty. Mixing as I did so. I have done 4 springs with that little can and still have leftover. By David Dewey on Friday, January 09, - Eric, OK, but RR also put leather covers over their springs with felt pads, and a fitting to put more oil in. I have seen accessory spring covers for As, assume they were available for Ts too. By Grant Baker on Friday, January 09, - There was a thread on here a couple weeks ago that touched on this. The timing of it corresponded perfectly with my spring rebuilds. I decided to go with the adhesive backed UHMW tape. My springs have better "action" with this tape than any I have ever seen. I do know the installation was very clean and I am pleased with the result. After grinding down the worn sections, I blasted and painted each leaf with good quality paint, applied the tape to each side of each leaf, trimmed the edges, and put them together. David, Yes you are right about the gaiters and even the little boots for the shackles and linkages. As you say tho some of it may be unnecessarily complicated. I love this forum, there is such a wealth of experience, I always learn something with each visit and its a friendly group. By David Dewey on Monday, January 12, - Add a Message This is a public posting area. Enter your username and password if you have an account. Otherwise, enter your full name as your username and leave the password blank. Your e-mail address is optional.

Full text of "A leaf from the past; Dietz, then and now; origin of the late Robert Edwin Dietz--his business career, and some interesting facts about New York.

Conklin would hand out a questionnaire to his new psychology students. Conklin wanted to see which superstitious habits or beliefs were the most and least enduring. He found that just over a quarter of college students believed in lucky four-leaf clovers, making it the second most commonly cited superstition. Knocking on wood was first. The top five are still with us today, though not the sixth. Sleeping on a wedding cake may be ill-advised, but bad luck? No doubt because of its rarity. After all, you can knock on wood any time, but finding a four-leaf clover takes considerable effort. White clover naturally grows three leaflets per leaf in about 9, out of every 10, plants. Recently scientists have begun to explain why the four-leaf brand is so rare. The theory, as in so many other genetic cases, is that leaf count reflects a combination of factors. Part of what makes searching for the cause of the fourth leaf so complicated is that each clover plant has four copies of each chromosome, instead of the standard two in animals. Each pair comes from a different ancestor species, a sort of genetic swapping that is impossible in animals but happens without much fuss in plants, where species hybridize much more easily. But plants can occasionally leapfrog this problem by duplicating their entire genome, ending up with four copies—two matched pairs—of each chromosome. Sometimes, looking for new clover cultivars takes a violent turn. Clover is an important crop for livestock because it is a rich source of protein, and no one has studied how extra leaves might affect the nutritional value or other commercial characteristics of clover. In , a Korean team pelted clover plants with gamma radiation during pollination, then bred the resulting plants against each other. One plant produced this way, which they called Jeju Lucky-1 , grew leaves with an extra leaflet around 60 percent of the time. Take Shigeo Obara, a Japanese man who spent six decades breeding clovers. He stuck to traditional breeding methods, crossing clovers with extra leaves against each other, and thought that four leaves on a clover was nothing like enough. Around his death, he snagged a Guinness World Record for the most leaves on one clover plant, beating his own previous record—53 more leaflets than the usual. Meghan Bartels is a science journalist based in New York City. Follow her on Twitter [meghanbartels](https://twitter.com/meghanbartels). Get the Nautilus newsletter The newest and most popular articles delivered right to your inbox!

Chapter 5 : A Story in Captions: The Gettysburg Reunion - Treasure Chest of Memories

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Check new design of our homepage! Leaf From the Past! The Unbelievable History of the 35mm Camera
Cameras have been a subject of fascination since their inception. But they were not always as we see them now. This article traces the birth of the 35mm camera, its growth, and types. Continue reading to make the journey into its history, and get to know the story of its inception, development, and how has it changed over the years. PhotograFeed Staff Last Updated: Mar 8, A photograph is a moment captured for eternity! Today we have innumerable cameras that are becoming sleeker and smaller by the day! But cameras were not always like this. They have come a long way since their inception. Here is a sneak peek into the history of the 35mm camera. What you have caught on film, is captured forever A 35mm camera is known so because it uses a standard 35mm film. Over the years, it has been one of the most popular film sizes in film photography. This film size has been in use since the s. The film stock was supplied by George Eastman of the Kodak company. It was the basic film gage that was used ordinarily for chemical still photography and motion pictures. This camera was used commercially for movies and still photography in Its history can be traced back to Oskar Barnack who was in charge of the research and development at Leitz. He decided to experiment using a 35mm film for still cameras in his attempt at making a compact camera. He intended to come up with a camera which was competent at making high quality enlargements. Around , he built his first prototype camera called the Ur-Leica. The camera received a tremendous positive response when it was experimentally introduced in the market during the years Hence, in the camera was put into production as the Leica I. Considering the immense popularity of the Leica, many competitors arose in the market, the most notable one being the Contax which was introduced in , and thus the 35mm camera became the undisputed choice for high-end compact cameras. In , Kodak stepped into the market with the Retina I. This introduced the cartridge camera which is still used in all modern cameras. Though this camera was comparatively low-budget, most of the people could not afford it and people settled for the roll film camera. This situation changed in the years and with the introduction of Argus A and Argus C3, but the cheapest cameras still used roll film. In spite of this, the 35mm camera had come to dominate the market by the year The Japanese camera industry, too, has an important role to play. In , the industry began to take off with the Canon range of cameras. These cameras became popular in the West after the Korean War. This is because the US soldiers who were stationed in Japan brought them home. This was comparatively advanced than the existing viewfinder and range-finder cameras. The early cameras were designed keeping in mind the usage, and were compact. In the viewfinder cameras, the focusing was executed by calculating the distance from the camera to the subject and by setting the distance on a focusing ring. Later, the range-finder cameras were developed, as it was difficult to focus using the viewfinder cameras. In range-finder cameras, a prism and a mirror are used to create an image. As the lens is focused, the prism moves. It is a matter of lining two images correctly. The viewfinder is offset from the lens, hence what the photographer can see through the viewfinder is not necessarily the exact image that is captured through the lens. On the other hand, an SLR takes the light from a single lens, which is then reflected through a viewfinder. Thus, the photographer can see the exact image that will be captured on film. The 35mm SLR camera is popular as it has interchangeable lenses which allows greater creativity. It is available in film and digital varieties. Moreover, this camera also has provisions which allow additional lighting attachments. They have some disadvantages, too, as they are heavier than the other cameras and a bit expensive as well. A camera is an ideal tool to help us capture the cherished moments of our lives and imprint them forever so our loved ones remember us long after we are gone as well. Hope the above article helped you retrace the origins and given you a better understanding of the 35mm camera.

Chapter 6 : Leaf From the Past! The Unbelievable History of the 35mm Camera

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