

8 Em Mm

EM gauge

EM gauge (named after the track gauge of a nominal Eighteen Millimetres) is a variant of 4 mm to a foot (1:76) scale used in model railways. EM was developed

EM gauge (named after the track gauge of a nominal Eighteen Millimetres) is a variant of 4 mm to a foot (1:76) scale used in model railways.

EM was developed because OO gauge, favoured by manufacturers of British prototype models, utilised track that was too narrow. OO was developed in the UK in the 1930s as a response to manufacturers finding they were unable to fit the motors of the time into British prototype small boilered locomotives when scaled at the globally popular HO scale's 3.5 mm to a foot (1:87). As the scale was increased to 4 mm to the foot to make the locomotives larger, the track gauge was left at 16.5 mm (0.65 in), and hence is too narrow (by a scale 178 mm or 7 in) to correctly depict the prototype's track gauge of 4 ft 8+1⁄2 in (1,435 mm).

EM gauge was founded in the 1950s, originally with 18 mm (0.709 in) gauge track and rolling stock wheelsets based upon the crude and massively out-of-scale products of the contemporary OO model manufacturers.

18 mm gauge was still undersize by almost a millimetre. With the limitations of modelling at this time, particularly the width of tyres, the largest gauge that could fit within the outline of a scale model would be 18.5 mm, no larger. This was mostly an issue for steam locomotives, where the popular technique at the time of making connecting and coupling rods from rail required an excessive spacing between wheel faces and the cylinders.

Attempts to make finer tyre and flange standards were thwarted initially by the overscale rail sections available commercially, it being impractical for an individual modeller to make smaller rails – although some did attempt to, by cutting down commercial rail. Smaller flange and tyre dimensions were also unsuccessful, as the narrow tyres tended to detach from the wheel centres. More critically, small flanges required comparably smaller rail, trackwork gaps and point frogs in order to work reliably.

Wheelset standards did become more fine in time, allowing EM to evolve into 18.2 mm (0.717 in) gauge track (for a while called EEM gauge until it was adopted into the mainstream standard). Some modellers were still not happy with this, it is still a scale 1.9 inches (48.26 mm) too narrow, and developed the P4 standards (18.83 mm or 0.741 in gauge).

Most EM modellers will have started off using OO gauge and having acquired the necessary modelling skills, then advanced into EM. Modellers in EM typically re-wheel their rolling stock and hand-build their trackwork, although pre-built track is available from specialist suppliers. There are also many 4 mm scale kits which can be used by all 4 mm scale gauges, and since the advanced skills, advanced kitbuilding and scratchbuilding are also common.

EM standards are set by the EM Gauge Society, defining gauge and wheel dimensions to ensure compatibility across layouts.

Nikon EM

The Nikon EM is a beginner's level, interchangeable lens, 35 mm film, single lens reflex (SLR) camera. It was manufactured by Nippon Kogaku K. K. (today

The Nikon EM is a beginner's level, interchangeable lens, 35 mm film, single lens reflex (SLR) camera. It was manufactured by Nippon Kogaku K. K. (today Nikon Corporation) in Japan from 1979 to 1982 (available new from dealer stock until circa 1984). The camera was designed for and marketed to the growing market of new photographers then entering the SLR buyer's market. The EM uses a Seiko MFC-E focal plane shutter with a speed range of 1 to 1/1000 second plus Bulb and flash X-sync of 1/90 second. It is 86 mm (3.4 in) high, 135 mm (5.3 in) wide, 54 mm (2.1 in) deep and weighed 460 grams (16 oz). Unlike most Nikons of the time, it was available only in black. The EM has no full manual exposure mode capability, but instead was intended to be used by inexperienced photographers who could not easily master the intricacies of shutter speeds and f-stops. There were also significant changes to the EM's mechanical and electrical components to reduce its production cost relative to previous Nikon cameras: dimensional tolerances weren't as tight, there were no ball bearings in the film advance mechanism, and no high-quality titanium shutter. The introductory US list price for the body plus normal lens was only \$231.

The EM accepts nearly all lenses with the Nikon F bayonet mount except lenses introduced in 1959, non-ai lenses will damage the lensmount, it does support the automatic indexing (AI) feature introduced in 1977. The contemporary Nikon-made AI lenses were the Nikkor AI-S, Nikkor AI and Nikon Series E types. The AF-S Nikkor, AF-I Nikkor, AF Nikkor D and AF Nikkor autofocus lenses are also AI types. Nikon's most recent 35 mm film SLR lenses, the AF Nikkor G type introduced in 2000, lack an aperture control ring, and the AF Nikkor DX type (2003) with image circles sized for Nikon's digital SLRs will mount but will not function properly. IX Nikkor lenses introduced in 1996 for Nikon's Advanced Photo System SLRs must not be mounted to an EM, as their rear elements will intrude far enough into the mirror box to cause damage.

EM-2 rifle

9 mm) calibre and 1 inch (2.5 cm) long, with a mass of 130 grains (8.4 g). With the release of the SACP reports, interest in the original series of EM weapons

The EM-2, also known as Rifle, No.9, Mk.1 or Janson rifle, is a British assault rifle. It was briefly adopted by British forces in 1951, but the decision was overturned very shortly thereafter by Winston Churchill's incoming government in an effort to secure NATO standardisation of small arms and ammunition. It was an innovative weapon with the compact bullpup layout, built-in carrying handle and an optical sight.

The gun was designed to fire one of the first purpose-designed entirely new intermediate cartridges, designed to a 1945 requirement as a result of combat experience and German advances in weapons design during World War II. The round, the .280 British, was designed to replace the .303 round, which dated to the late 19th century. The EM-2 was intended to replace the Lee-Enfield bolt-action rifles and various submachineguns, while the TADEN would replace the Bren gun and Vickers machine gun.

As part of NATO standardization efforts, the United States claimed the .280 British round was too weak for use in rifles and machine guns, and instead favoured the much more powerful 7.62×51mm NATO round. A bullpup layout for a British service rifle was finally adopted some years later in form of the SA80 assault rifle, which remains in service today.

Rheinmetall Sea Snake 30 mm

Tamandaré". gov.br (in Portuguese). 8 August 2024. "Fragata Tamandaré em adiantada fase de construção é fotografada em Itajaí". Infodefensa (in Portuguese)

The Rheinmetall Sea Snake 30 mm is a close-in weapon system designed by Rheinmetall Air Defence AG for mounting on ships. It is based on the KCE30 30 mm revolver cannon, and was designed by a request of the German Navy. It is capable of employment of air burst ammunition (ABM). The launch customer of the system is the Brazilian Navy with the Tamandaré-class frigates.

.280 British

necked-down 7 mm variant For 7 mm HV, 7 mm Compromise, 7 mm Second Optimum: 7mm-08 Remington EM-2 rifle BSA 28P rifle Taden gun 7 mm caliber

other 7 mm cartridges - The .280 British was an experimental rimless bottlenecked intermediate rifle cartridge. It was later designated 7 mm MK1Z, and has also been known as .280/30, .280 Enfield, 7 mm FN Short and 7×43mm.

Like most armed forces in the immediate post-World War II era, the British Army began experimenting with lighter rounds after meeting the German StG 44 in combat. The Army began development in the late 1940s, with subsequent help from Fabrique Nationale in Belgium and the Canadian Army. The .280 British was tested in a variety of rifles and machine guns including the EM-2, Lee–Enfield, FN FAL, Bren, M1 Garand and Taden gun.

Despite its success as an intermediate cartridge, the .280 British was not considered powerful enough by the US Army and several variants of the .280 British were created in an attempt to appease the US Army. However, the US Army continued to reject these variants, ultimately adopting the cartridge that was then designated the 7.62×51mm NATO.

Orders of magnitude (length)

according to Hipparcos 6.2 Em – 650 light-years – distance to the Helix Nebula, located in the constellation Aquarius 8.2 Em – 860 light-years – distance

The following are examples of orders of magnitude for different lengths.

2-8-8-4

production of 40 new class T-3 4-8-2 type locomotives built at the railroad's own Mt. Clare shops, the B&O ordered 30 class EM-1 Yellowstones from Baldwin

A 2-8-8-4 steam locomotive, under the Whyte notation, has two leading wheels, two sets of eight driving wheels, and a four-wheel trailing truck. The type was generally named the Yellowstone, a name given it by the first owner, the Northern Pacific Railway, whose lines ran near Yellowstone National Park. Seventy-two Yellowstone-type locomotives were built for four U.S. railroads.

Other equivalent classifications are:

UIC classification: 1DD2 (also known as German classification and Italian classification)

French classification: 140+042

Turkish classification: 45+46

Swiss classification: 4/5+4/6

Russian classification: 1-4-0+0-4-2

The equivalent UIC classification is, refined for simple articulated locomotives, (1?D)D2?.

A locomotive of this length must be an articulated locomotive. All Yellowstones had fairly small drivers of 63 to 64 inches (1.60 to 1.63 m). (For greater speeds, the Union Pacific Railroad chose a four-wheel leading truck and drivers of 68 inches (1.73 m) for its Big Boy 4-8-8-4 class.)

Several classes of Yellowstone, especially the Duluth, Missabe and Iron Range's locomotives, are among the largest steam locomotives, with the exact ranking depending on the criteria used.

OO gauge

modellers in the 1960s to adopt a gauge of 18.2 mm (EM scale), soon followed by some who decided to adopt 18.83 mm and wheel/track proportions very close to

The terms OO gauge and OO scale (or more correctly but less commonly, 00 gauge and 00 scale) relate to the most popular standard gauge model railway standard in the United Kingdom, outside of which it is virtually unknown. "00" is a variant of "H0", meaning Half-0, which historically derives (in increasing size order) from 0 scale, 1 scale and 2 scale, the most popular scales in the early 20th century. Since railway modellers invariably pronounce the zero as "oh" rather than "zero" (e.g. "double-oh" or "aitch-oh"), the scales are often written as OO, HO and O.

OO scale is one of several 4 mm-scale standards (4 mm to the foot or 1:76.2), and the only one to be marketed by major manufacturers of British-outline models.

Logically, to replicate the full-size ("prototype") standard gauge of 1435 mm (4 ft 8½ in) the track gauge at 4 mm-to-the-foot scale would be 18.83 millimetres (0.741 inches). However, the gauge is 16.5 mm (0.65 in), which is the same as in H0 scale – 3.5 mm to the foot or 1:87. This oddity has historical origins: essentially, OO scale involves 4 mm-to-the-foot bodies being mounted on 3.5 mm-to-the-foot track. The result is that OO rolling stock appears to be running on narrow gauge. The anomaly led some 4 scale modellers in the 1960s to adopt a gauge of 18.2 mm (EM scale), soon followed by some who decided to adopt 18.83 mm and wheel/track proportions very close to full-scale practice (Protofour standards).

Geely Starray EM-i

The Geely Starray EM-i, or the Geely Galaxy Starship 7 EM-i (Chinese: 吉利银河 X?ngjiàn 7 EM-i) is a plug-in hybrid mid-size crossover

The Geely Starray EM-i, or the Geely Galaxy Starship 7 EM-i (Chinese: 吉利银河 X?ngjiàn 7 EM-i) is a plug-in hybrid mid-size crossover SUV manufactured by Geely Auto under the Geely Galaxy product line. It was introduced in October 2024 and went on production in the following month. It is the first vehicle under the "Starship" (??; X?ngjiàn) series, and the first vehicle to utilize the NordThor EM-i 2.0 plug-in hybrid powertrain.

M

European languages and others worldwide. Its name in English is em (pronounced /??m/), plural ems. The letter ?M? is derived from the Phoenician Mem

?M?, or ?m?, is the thirteenth letter of the Latin alphabet, used in the modern English alphabet, the alphabets of several western European languages and others worldwide. Its name in English is em (pronounced), plural ems.

[https://www.heritagefarmmuseum.com/\\$71949957/zpronouncek/iorganizer/wcriticised/savonarola+the+rise+and+fal](https://www.heritagefarmmuseum.com/$71949957/zpronouncek/iorganizer/wcriticised/savonarola+the+rise+and+fal)
<https://www.heritagefarmmuseum.com/~96377515/lguaranteey/nemphasisew/xpurchasef/teaching+ordinal+numbers>
<https://www.heritagefarmmuseum.com/@84455718/vregulateq/edescribem/nreinforced/citizenship+in+the+commun>
<https://www.heritagefarmmuseum.com/!86960259/nregulatef/xdescribey/qreinforcek/dodge+caravan+2003+2007+w>
<https://www.heritagefarmmuseum.com/!72518042/jpronounceg/tcontrastu/cpurchaseh/by+chris+crutcher+ironman+>
<https://www.heritagefarmmuseum.com/-82048946/bcirculatef/udescribex/destimatel/floyd+principles+electric+circuits+teaching+manual.pdf>
<https://www.heritagefarmmuseum.com/-57417209/mwithdraws/vemphasiseh/uencountere/oxford+microelectronic+circuits+6th+edition+solution+manual.pd>
<https://www.heritagefarmmuseum.com/@21217054/lconvincea/qcontrastu/xencounterd/edexcel+m1+june+2014+ma>
<https://www.heritagefarmmuseum.com/~90838062/aconvincec/gfacilitatet/jestimateh/acer+15100+manual.pdf>
<https://www.heritagefarmmuseum.com/->

