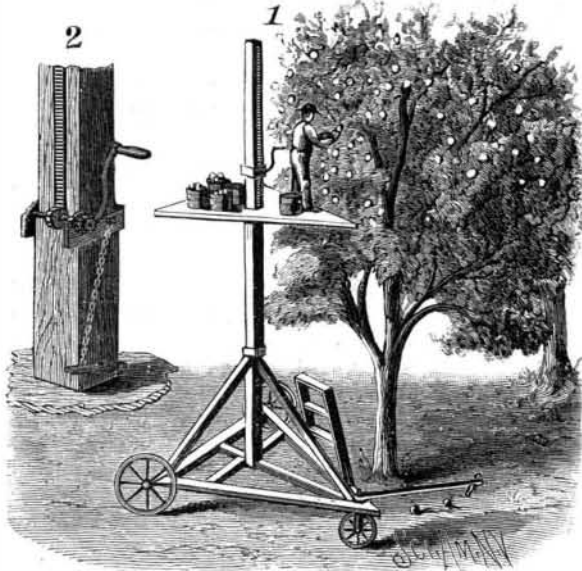


**AN IMPROVED FRUIT PICKING STAND.**

This device, patented by Mr. Jesse C. Greenlow, of Pepperwood, Cal., is preferably made with a triangular base to allow it to be supported on three wheels and more readily moved in and out among the trees. The

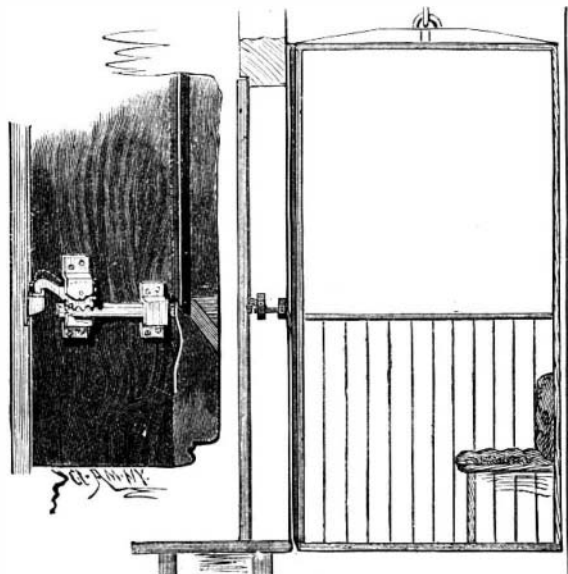


**GREENLOW'S FRUIT PICKING STAND.**

middle beam of the base frame is adapted to be engaged by the forked lower end of a vertical post, held in place by braces from the corners bearing under an offset on the post, the braces being removable to permit of conveniently taking down and setting up the post. A triangular platform is held to slide vertically on the post, the platform having an upwardly extending sleeve which fits the post, and has bearings for a shaft carrying a gear wheel meshing in a rack on one side of the post, as shown in Fig. 2. This shaft has a crank arm by which it is operated by one standing on the platform, and a ratchet wheel on the shaft is adapted to be engaged by a pawl fulcrumed on the sleeve and connected by a chain with a treadle. On one side of the base is a short ladder, to facilitate reaching the platform when it is in its lowest position, the operator then raising the platform by means of the crank arm and its connected gear and rack. The pawl and ratchet hold the platform in position when the desired height has been reached, the pawl being disengaged by pressing on the treadle when it is desired to change the position of the platform or lower it to the offset. The several parts can be readily disconnected for convenience of transportation or storage.

**AN IMPROVED SAFETY LATCH FOR ELEVATOR DOORS.**

The illustration shows a device whereby an elevator car, in ascending or descending, upon reaching a floor, will automatically unbolt the shaft door, and when it leaves the floor, if the door is closed, it will be automatically locked. It is a patented invention of Mr. John Johnston, of No. 316 East Fifty-ninth Street, New York City. The door of the shaft is provided with a keeper, and on the inner face of the door jamb is a strap within which the inner end of a latch is eccentrically pivoted, this latch having a head adapted to engage with the keeper of the door, as shown in the small view, while its inner or pivotal end is somewhat circular, and has below the fulcrum, on its inner side, a series of teeth. These teeth are adapted to mesh with teeth in the upper edge of a sliding rack bar, against the inner extremity of which bears a bowed

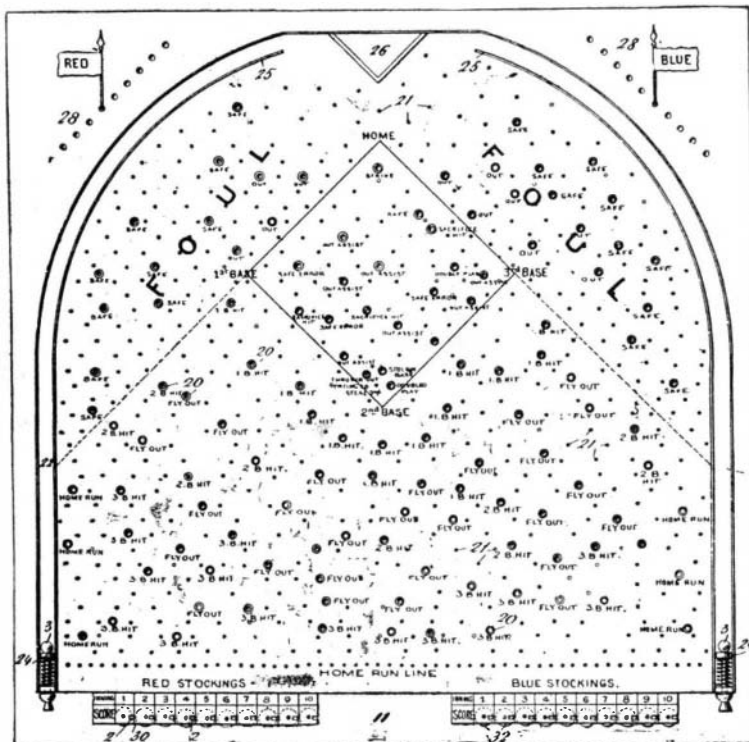


**JOHNSTON'S SAFETY LATCH FOR ELEVATOR DOORS.**

spring, secured at its lower end to the inner edge of the jamb. The elevator car has a bar attached to its front at one side, and extending from top to bottom of the car, the ends of the bar being beveled, and the bar extending a sufficient distance from the face of the car to contact with the bow portion of the spring and compress it when the car is passing a floor. When the car is out of contact with the spring, the latch drops by gravity into engagement with the door keeper, forcing the rack bar outward; but when the bar at the side of the car, as the latter ascends or descends, contacts with the spring, the latter is compressed to move the rack bar and raise the latch.

**AN IMITATION BASEBALL GAME.**

The illustration shows a plan view of a game board laid out to represent a baseball field, with depressions in every portion marked to represent the average character of "the play" which would be made with a ball struck to reach any one of the depressions, and means whereby chance shots can be made with a marble to attain similar results. It is a patented invention of Mr. John W. Maxcy, of Austin, Texas. The game board is so hinged upon a base plate that it may be set at a slight adjusted inclination toward the player, and at each side of the field is a way or gutter, in the lower end of which is a spring-pressed plunger. The depressions or recesses in the board are of sufficient depth to retain a ball or marble employed in playing the game, and in addition to the recesses, a number of baffle pins are arranged indiscriminately upon the board. The side ways or gutters do not extend entirely across the upper end of the board, but lead to an



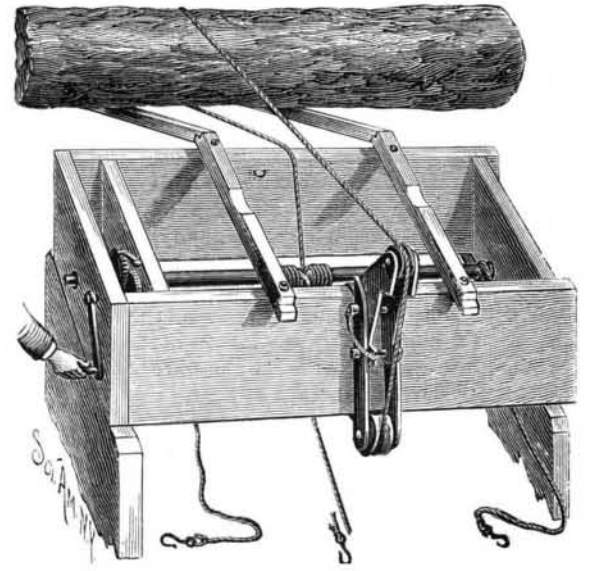
**MAXCY'S BASEBALL GAME.**

angular rubber-faced block, 26, which serves as a back stop, which throws the ball back upon the field at different angles, and to various points, according to the manner in which the ball is propelled against it by the plungers. Outside of the field proper, above the curves of the ways or gutters, are apertures to receive flags representing the players of the games, and below the board are arranged counters with numbered disks, whereby the count of a game may be kept by innings for ten innings. The farther down the ball travels the greater is the credit, as will be seen from the naming of the several recesses.

**AN IMPROVED LOG LOADING MACHINE.**

The illustration represents a device by which logs may be quickly, easily, and safely loaded upon a vehicle, or rolled to the saw in a mill yard. It has been patented by Messrs. Joseph W. Kuntz and Charles A. Eschenbrener, of Republic, Ohio. A rectangular frame is mounted upon suitable supports of a vehicle, the frame having cross pieces upon which the logs may rest, and a longitudinal shaft is journaled in the frame, having a gear wheel near one end meshing with a gear wheel on a short shaft, to which is attached a crank arm. Attached to the longitudinal shaft are binding ropes or chains for securing the log in position, and near its center are attached a loading and an unloading rope or chain. A bracket is movably attached to the frame by clasps, and a grooved pulley is pivoted in its lower end, while a similar pulley is pivoted in the upper end of an arm attached to the bracket in such way that the arm may be tipped down out of the way of the log. When a log is to be rolled upon the frame, skids are placed at the side, and the loading chain or rope is carried up over the frame and over the two pulleys of the bracket, the chain being passed around

the log and its free end hooked to a staple on the inner side of the frame. The turning of the crank then winds the rope on the longitudinal shaft until the log is rolled up the skids to its place of rest on the cross pieces of the frame. To unload the log, the bracket is



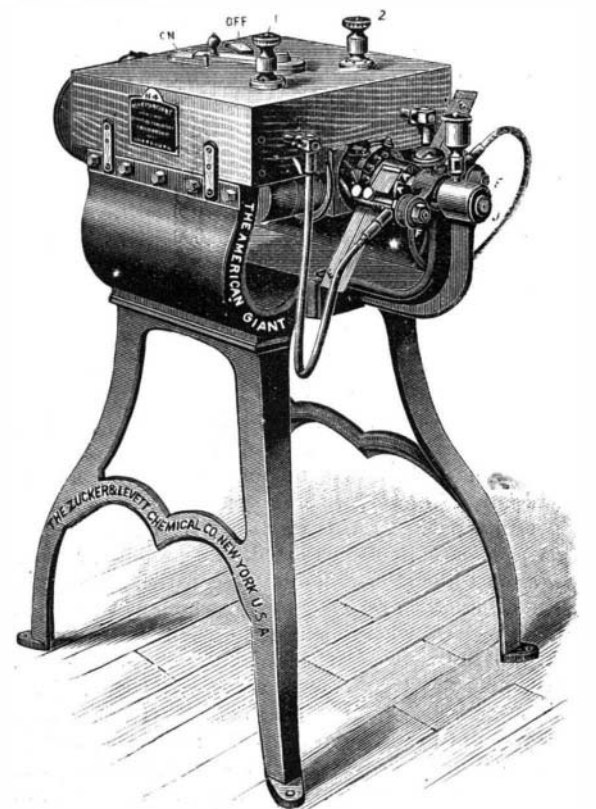
**KUNTZ & ESCHENBRENER'S LOG LOADING MACHINE.**

moved along the frame to bring it in line with the unloading rope attached to the longitudinal shaft, when this rope is passed over the pulleys and attached to the log, the upper pulley swinging down upon its arm when the latter is struck by the log as it is moved by turning the crank, which then winds the unloading rope upon the longitudinal shaft.

**A NEW PLATING DYNAMO.**

In electro-metallurgy thousands of dynamos are now used where only batteries were employed a few years ago. The advantages are greatly in favor of the dynamo. Although the first cost in the case of the dynamo appears to be considerable, it is found by experience that the dynamo effects an important saving, so great in fact as to warrant the statement that in running a 50 gallon solution, for example, for the first year, including cost of dynamo, power, and everything necessary to the use of such solution, a saving of 33 per cent is effected by the use of the dynamo. We illustrate a very efficient dynamo which is extensively used in electro-plating in all its branches and in electro-typing. It is known as the American Giant Dynamo Electric Machine, and is made by the Zucker & Levett Chemical Co., of No. 40 Murray Street, New York.

This machine is compact and self-contained. It is provided with means for regulating the current to adapt it to the work to be done. Several sizes are made, ranging from that of a dynamo operated by foot and capable of supplying a current for a 50 gallon nickel solution to that required for a 15,000 gallon silver solution and running eight horse power when run to its full capacity.



**THE "AMERICAN GIANT" ELECTRO-PLATING DYNAMO**