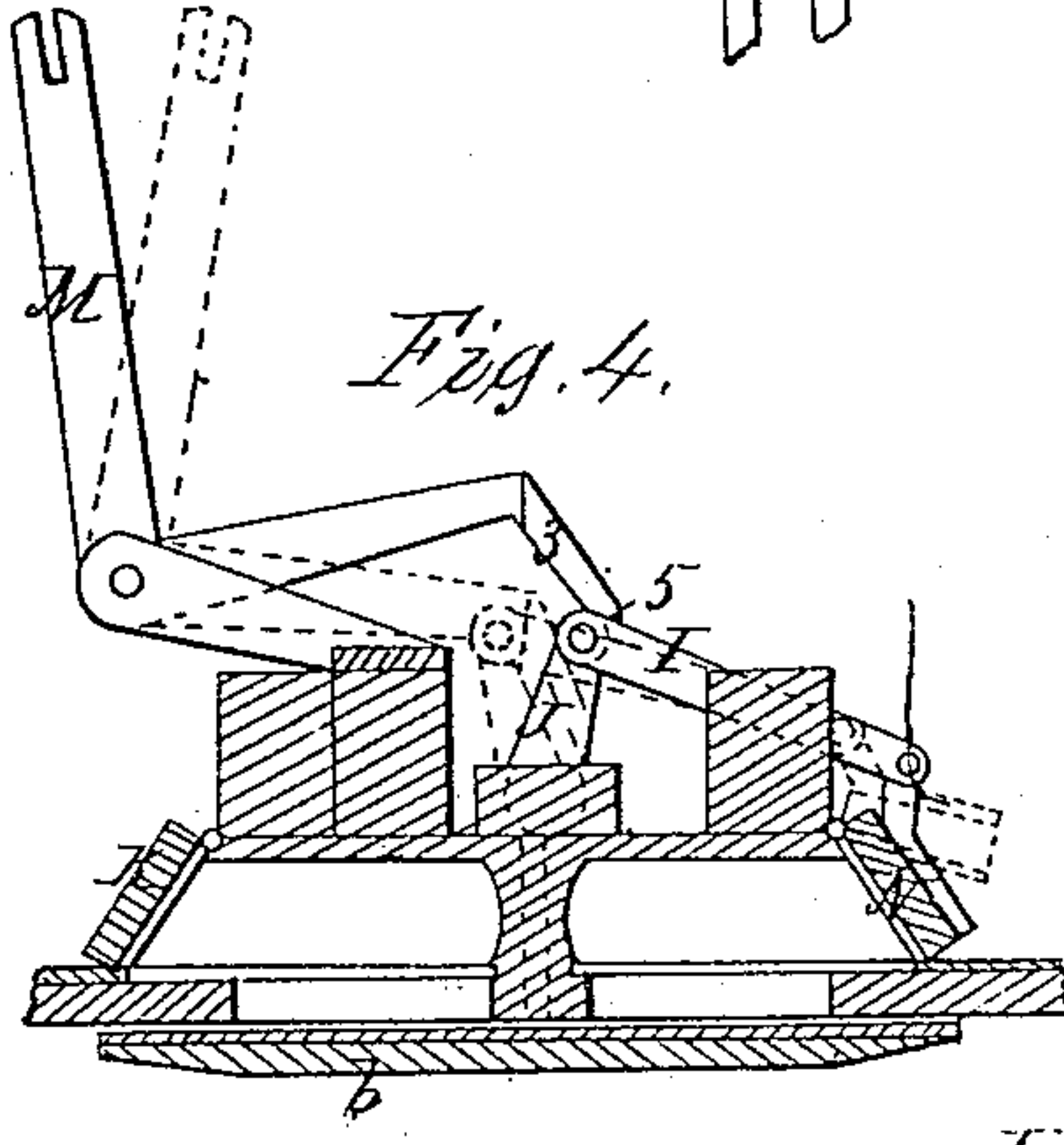
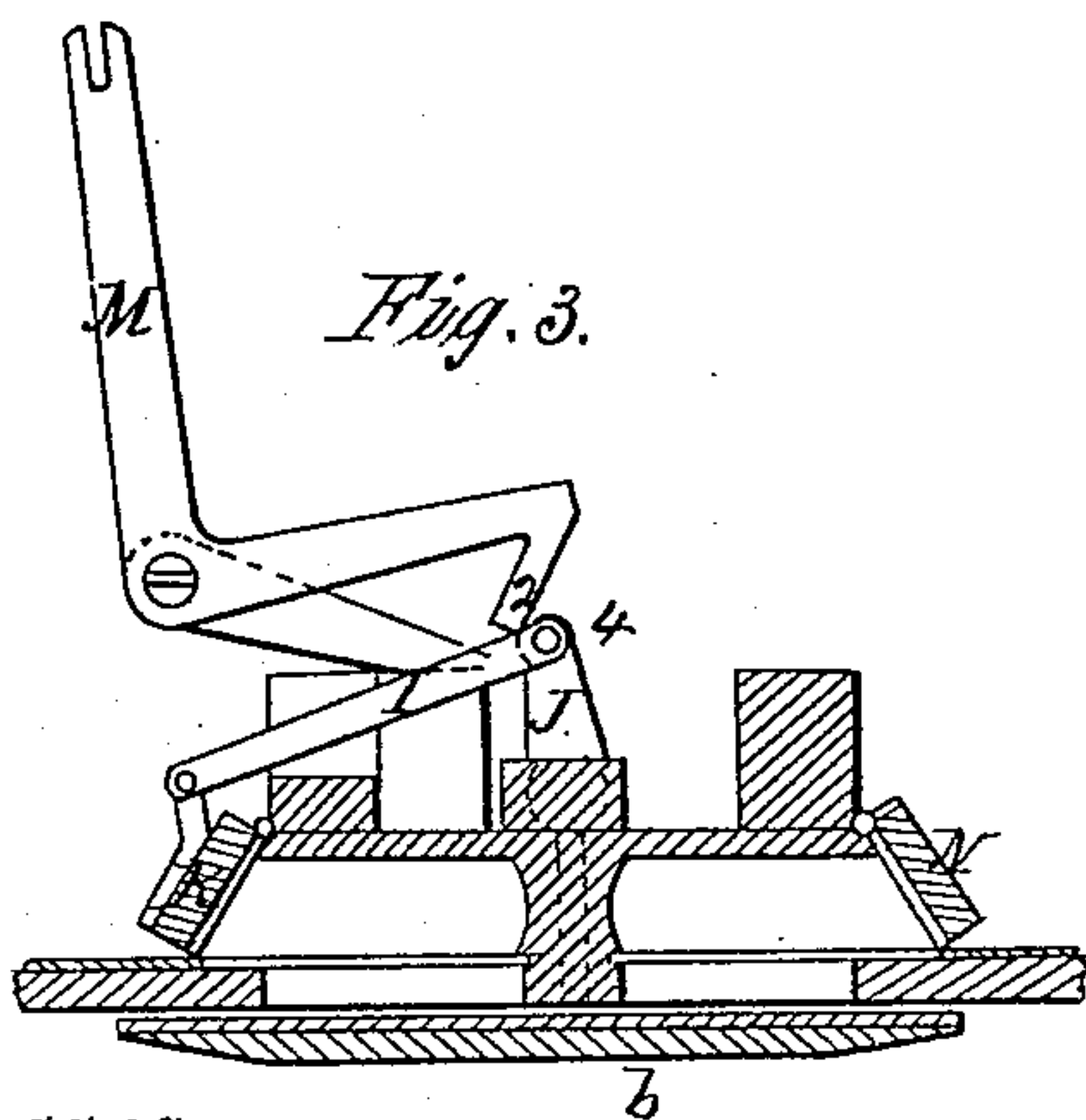
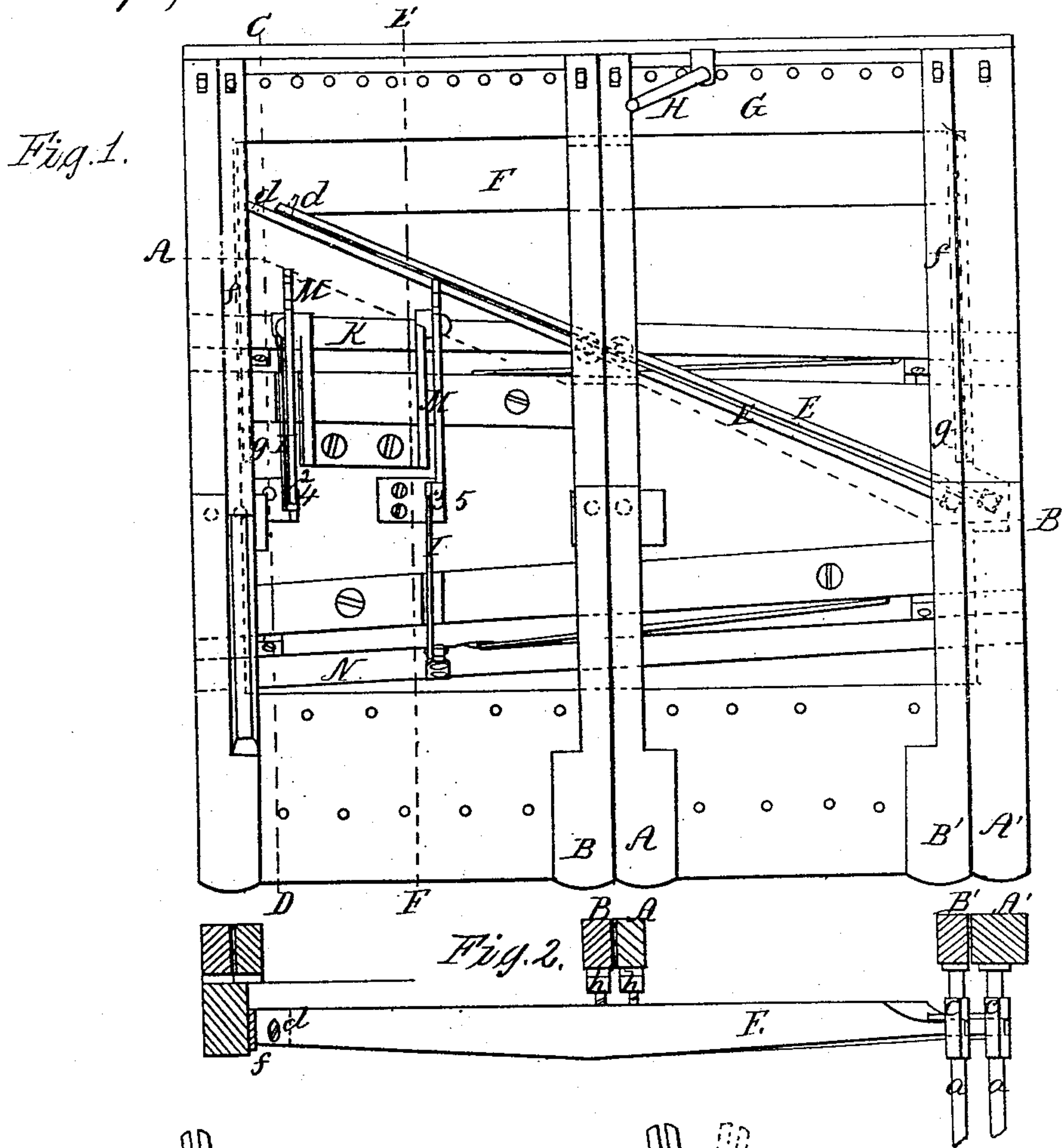


S. Taylor,

Organs and Melodeons.

N^o 95,536.

Patented Oct. 5. 1869.



Witnesses;
 by Thos. H. Dodge
 Chas. W. Zurligh

Inventor;
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United States Patent Office.

SIMEON TAYLOR, OF WORCESTER, MASSACHUSETTS.

Letters Patent No. 95,536, dated October 5, 1869.

IMPROVEMENT IN ORGANS AND MELODEONS.

The Schedule referred to in these Letters Patent and making part of the same.

Know all men by these presents:

That I, SIMEON TAYLOR, of the city and county of Worcester, and Commonwealth of Massachusetts, have invented certain new and useful Improvements in Organs and Melodeons; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 represents a plan view of so much of an instrument as is necessary to illustrate my present improvements;

Figure 2 represents a section on line A B, fig. 1, of a portion of the parts shown in fig. 1;

Figure 3 represents a section on line C D, showing the device for opening the rear stop-valve; and

Figure 4 represents a section on line E F, showing the device for opening the front stop-valve.

To enable those skilled in the art to which my invention belongs, to make and use the same, I will proceed to describe it more in detail.

The nature of my invention consists—

First, in the combination, with the ends of the connecting or coupling-levers, of vertical slotted key and valve-rods, as hereafter explained.

Second, in the combination, with the stop-valves, of peculiarly-constructed operating-levers, as will be hereafter explained.

In the drawings—

A A', B B' represent keys, secured to the key-frame in the common way.

The key A' rests upon the key and valve-rod *a*, the lower part of which rod is fitted in a guide-hole in proper frame-work below the key, while its lower end rests upon the upper part of one of the valves, *b*, which are kept closed by wire springs in the usual manner.

The upper end of the key and valve-rod *a* is enlarged, as shown at *c*, and a slot is made through such enlargement for the reception of the end of the coupling-lever E, as fully indicated in fig. 2 of the drawings.

The opposite end of the coupling-lever E is hinged or pivoted at *d* to the coupler-bar F, which is fastened to the arms *f f*, the front ends of which are hinged to the key-frame at the points *g g*, (see dotted lines, fig. 1,) whereby the coupler-bar F can be elevated or depressed by means of a slide-piece arranged under the rear key, supporting piece G, and which slide-piece is operated by the crank H.

The crank H may be connected with operating-devices, arranged within easy and convenient reach either of the performer's hand or foot, for the purpose of enabling the performer to employ at will the coupled octave, as hereafter explained.

From the top of the coupling-lever E projects the screw-cap *h*, which can be adjusted so as to fit prop-

erly under the key A, which is provided with the usual valve-rod or pitman for opening the valve below it.

From the foregoing description, it will be seen that when the performer depresses the key A, key A', which is an octave above, will, in like manner, be depressed, thereby increasing the volume of tone.

The performer, by simply operating the crank H, can so depress the coupling-bar F and rear ends of the coupling-levers E as to cause the screw-cap *h* to be dropped so low as not to be reached or struck by the key A, when it is depressed, and consequently key A' would not, under such circumstances, be sounded, unless directly acted upon by the operator's fingers.

Having described the mode of coupling two keys an octave apart, it will be understood that any desired number of keys of one octave may be coupled in the same manner to the corresponding keys of the octave above or below.

In the drawings, the key B is shown coupled to the key B', in the same manner.

In lieu of making the coupling-levers E of wood, they may be made of metal and cast in truss-form, to secure lightness with strength.

The lower ends of the draw stop-levers M and M' are made with inclined projections, 2 3.

The projection 2, when lever M is drawn forward, presses against a friction-roll, 4, combined with the jointed arms or levers I and J, and consequently forces them both forward, thereby opening the valve K, while, when lever M' is drawn forward, its projection, 3, strikes over the friction-roll 5, combined with the jointed arms or levers I and J, and draws said levers back, thereby opening the valve N, as indicated in red lines, fig. 4.

It will be seen that the stop-valves K and N are operated by my present improved mechanism with less friction than by the mechanism recently patented by me, besides the present arrangement is less expensive and not so liable to get out of order.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination, with the hinged coupler-bar F, of the crank H and coupling-lever E, said parts being constructed and arranged substantially as and for the purposes set forth.

2. The combination, with the coupling-lever E, of the upright slotted key-rods *a*, substantially as and for the purposes set forth.

3. The construction and arrangement of the draw-stop valve-levers M M' and their respective hinged arms or levers I and J, provided with the projections 2 and 3, substantially as and for the purposes set forth.

Witnesses:

SIMEON TAYLOR.

THOS. H. DODGE,

CHAS. H. BURLEIGH.