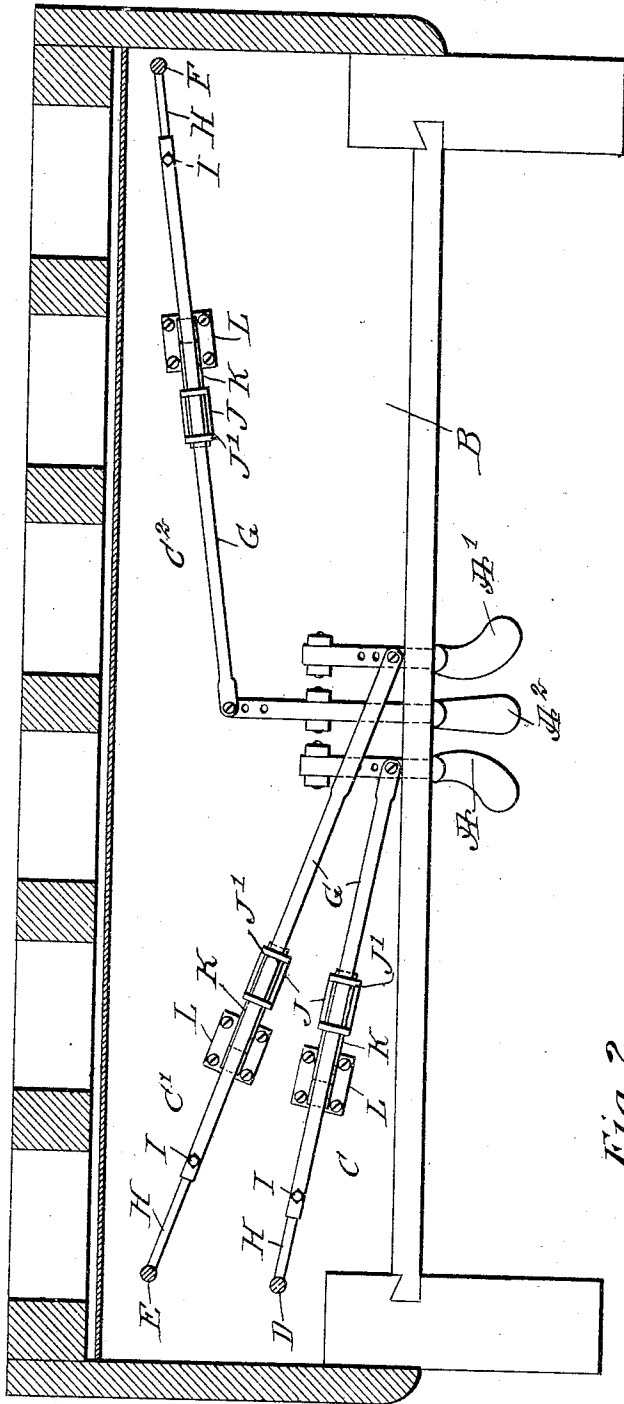


H. MEYER.
 ADJUSTABLE PIANO PEDAL CONNECTION.
 APPLICATION FILED MAR. 25, 1909.

939,053.

Patented Nov. 2, 1909.
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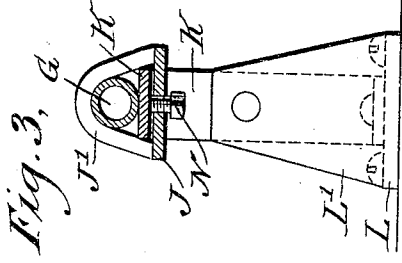
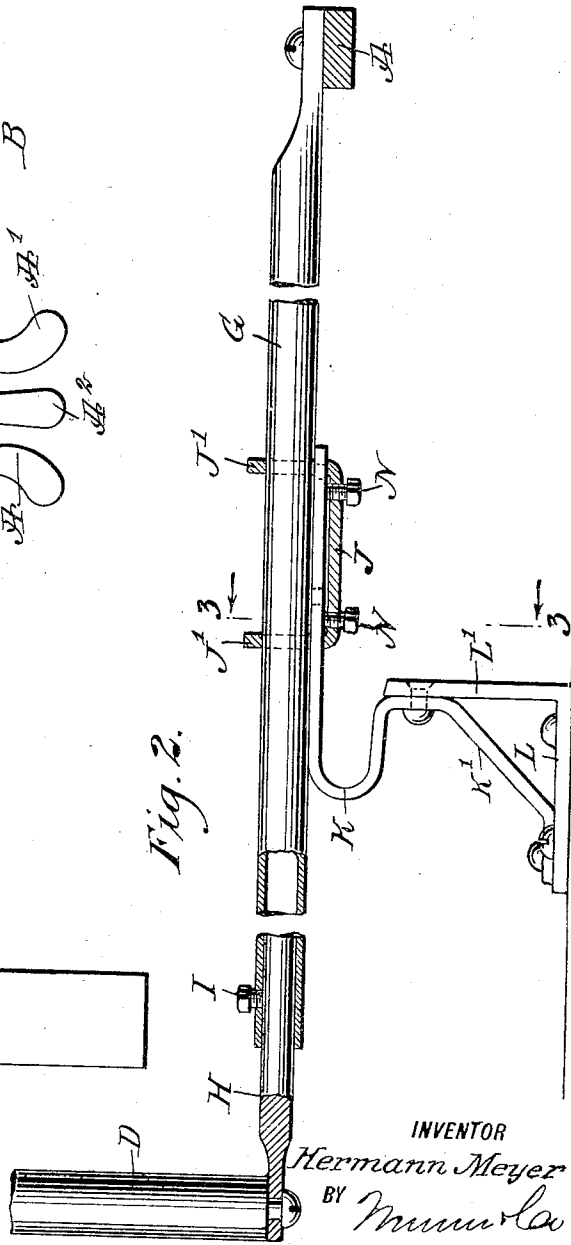


WITNESSES

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Fig. 1.

Fig. 2.



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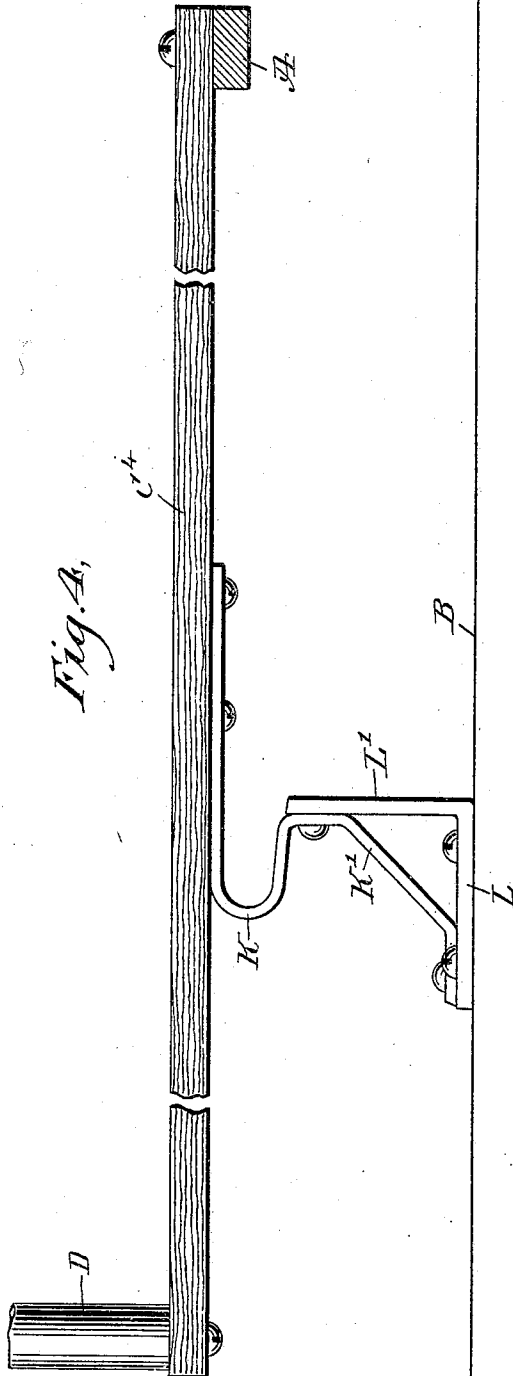


Fig. 4,

WITNESSES

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Fig. 6.

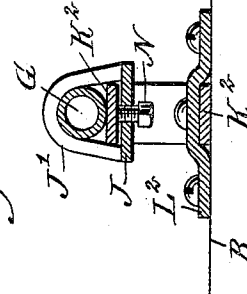
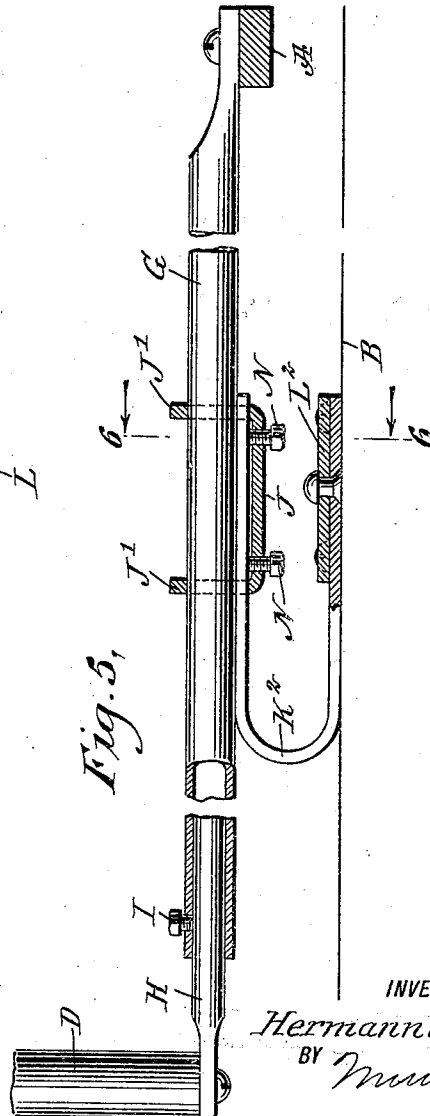


Fig. 5,



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UNITED STATES PATENT OFFICE.

HERMANN MEYER, OF NEW YORK, N. Y.

ADJUSTABLE PIANO-PEDAL CONNECTION.

939,053.

Specification of Letters Patent.

Patented Nov. 2, 1909.

Application filed March 25, 1909. Serial No. 485,632.

To all whom it may concern:

Be it known that I, HERMANN MEYER, a citizen of the United States, and a resident of the city of New York, borough of the Bronx, in the county and State of New York, have invented a new and Improved Adjustable Piano-Pedal Connection, of which the following is a full, clear, and exact description.

10 The invention relates to pianos and player pianos, and its object is to provide a new and improved adjustable piano pedal connection, arranged to insure accurate working of the hammer rest rail, the damper rail and the
15 muffler, as desired. The connecting bar is adjustably secured to a flat spring, which forms the fulcrum for the connecting bar and is attached to a base secured to the bottom of the piano frame.

20 A practical embodiment of the invention is represented in the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

25 Figure 1 is a plan view of the improvement as applied to any ordinary piano, the bottom portion of the piano frame being shown in section; Fig. 2 is an enlarged sectional side elevation of one of the connections; Fig. 3 is a cross section of the same
30 on the line 3—3 of Fig. 2; Fig. 4 is a side elevation of the spring as applied to a wooden connecting bar; Fig. 5 is a sectional side elevation of the improvement as arranged for player pianos; and Fig. 6 is a
35 transverse section of the same on the line 6—6 of Fig. 5.

40 The pedals A, A' and A² of a piano are fulcrumed, in the usual manner, on the bottom B of the piano frame, and the said pedals are connected by connecting bars C, C' and C² with the lifting rods D, E and F, of which the lifting rod D is connected, in the usual manner, with the hammer rest rail,
45 the lifting rod E is connected with the damper rail and the lifting rod F is connected with the muffler.

Each of the connecting bars C, C', C², as shown in Figs. 1, 2, 3, 5 and 6, consists of the
50 telescoping members G and H, of which one end of the member G is connected with the corresponding lifting rod D, E or F, and the member H is secured to the member G by a set screw I. Now by the arrangement described, the members G and H, on loosening
55 the set screw I, can be adjusted one relative

to the other, so that the connecting bar can be lengthened or shortened to suit different sizes of pianos. As shown in Fig. 4, the connecting bar C⁴ is in the form of a stick of
60 wood, cut to a length to suit the size of the piano on which it is to be used.

The pedal member G of each connecting bar C, C', C², as shown in Figs. 1, 2 and 3, extends through spaced eyes J' of a stirrup
65 J, and through the said eyes J' also extends the free end of a spring K, preferably formed of a flat piece of steel bent into U-shape, and having a terminal K' in the form of a brace riveted or otherwise secured to a
70 base L and its upright flange L', the brace being fastened by screws or other means to the bottom B of the piano frame, as plainly indicated in Fig. 1. By the arrangement described an exceedingly strong and
75 yet flexible fulcrum for the connecting bar is had.

Set screws N screw in the bottom of the stirrup J against the under side of the free end of the spring K, so as to press the said
80 free end against the under side of the pedal member G, and clamp the stirrup J and the spring K firmly to the pedal member G. By the arrangement described, the spring K forms the fulcrum for the connecting bar
85 C, C' or C² to swing on, when the corresponding pedal A, A' or A² is pressed in the usual manner. On loosening the set screws N and removing the screws for fastening the base L to the bottom B, it is evident
90 that the stirrup J and the spring K can be shifted lengthwise on the connection so as to give more or less throw to the connection to suit existing conditions. After the desired position has been reached,
95 the base L is fastened to the bottom B and the set screws N are screwed up to clamp the parts together, as previously explained.

In the modified form shown in Figs. 5 and 6, the spring K² is simply bent into
100 U-shape, the bottom member being riveted or otherwise secured to the base L² attached to the bottom of the piano frame. This construction is especially serviceable for use in player pianos, as it brings the connecting
105 bars C, C' and C² close down to the bottom of the piano frame to leave sufficient room for the bellows and wind chests located above the connecting bars.

From the foregoing, it will be seen that by
110 the arrangement described, the fulcrum of each connection C, C', C² can be changed to

insure accurate working of the hammer rest rail, the damper rail and the muffler, and by making the connections in telescoping sections, it is evident that the connections can
5 be readily used for different sized pianos.

Having thus described my invention, I claim as new and desire to secure by Letters Patent:

1. A pedal connection, comprising a connecting bar, and a spring fulcrum consisting of a flat spring bent into an approximate U-shape, and having one end secured to the said connecting bar, a base on which the other end of the said spring is fastened
15 and bracing means between the said base and spring.

2. A pedal connection, comprising a connecting bar and a spring fulcrum, consisting of a flat spring bent into U-shape and
20 having one end secured to the connecting bar and the other end formed into a brace, and a base having an upright flange on which the said brace is fastened.

3. An adjustable pedal connection for the
25 hammer rest rail, damper rail or muffler of a piano, comprising a support, a connecting bar arranged for connection at one end with the pedal and at the other end with the lifting bar, a stirrup through which passes the
30 said connecting bar, a spring arranged for attachment to the said support and having its free end engaging the said stirrup, and means for holding the free end of the spring and the said stirrup in position on the said
35 rod.

4. An adjustable pedal connection for the lifting rod of the hammer rail, damper rail or muffler of a piano, comprising a bar made of telescoping pedal and lifting rod members, of which the pedal member is connected
40 with the pedal and the lifting rod member is connected with the said lifting rod, a stirrup having spaced eyes slidably engaging the said pedal member, a spring arranged for attachment to the bottom of
45 the piano frame and extending with its free end through the said stirrup eyes, and set screws screwing in the said stirrup and engaging the said free end of the spring to clamp the stirrup to the pedal member.
50

5. An adjustable pedal connection for the hammer rail, damper rail or muffler of a piano, comprising a bar made of telescoping pedal and lifting rod members, of which the
55 pedal member is connected with the pedal and the lifting rod member is connected with the lifting bar, a stirrup having spaced eyes slidably engaging the said pedal member, a spring having a base for attachment to
60 the bottom of the piano frame, the free end of the spring extending through the stirrup eyes, and set screws screwing in the said stirrup against the free end of the spring.

In testimony whereof I have signed my name to this specification in the presence of
65 two subscribing witnesses.

HERMANN MEYER.

Witnesses:

THEO G. HOSTER,
JOHN P. DAVIS.