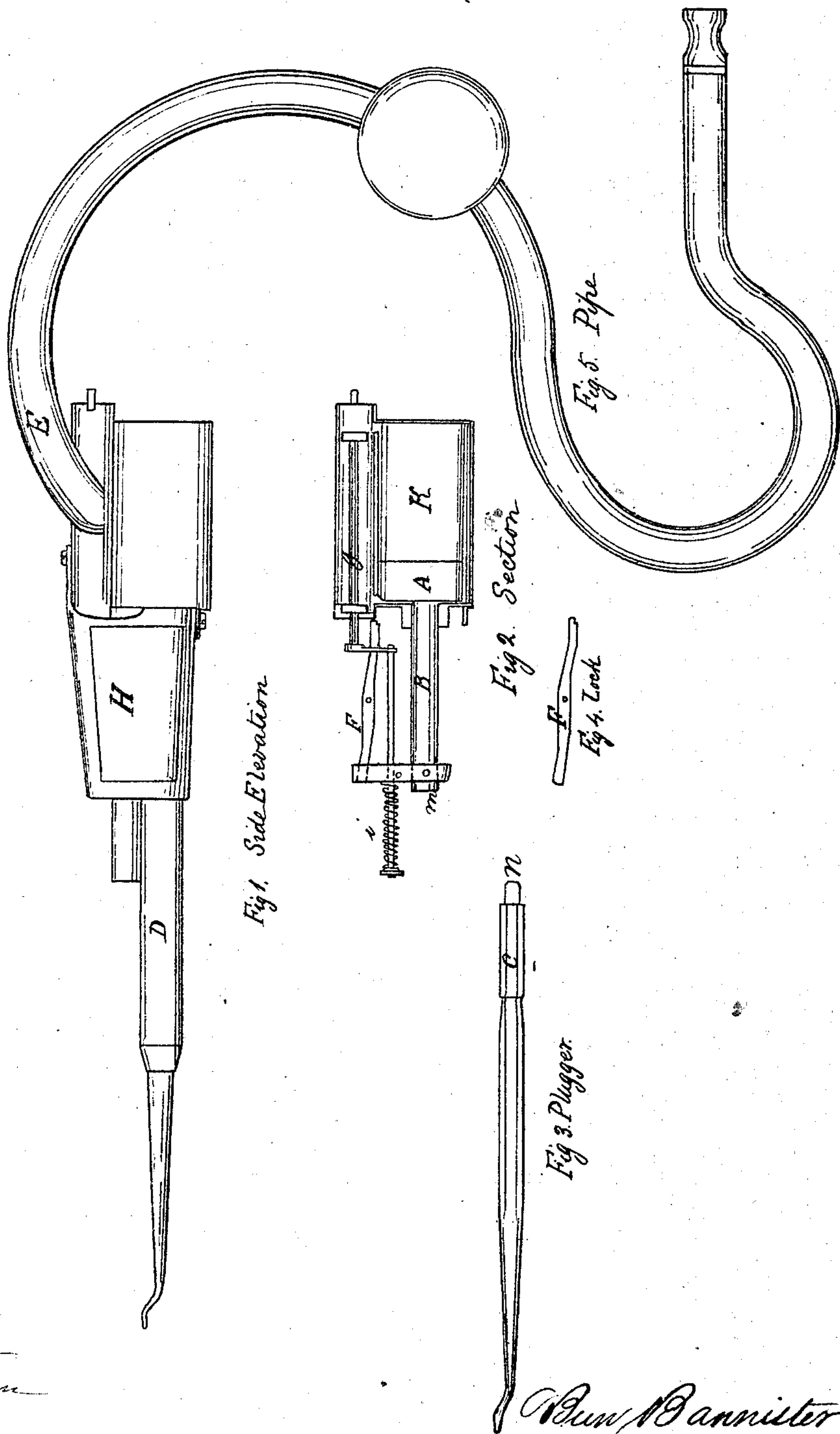


Bannister & Green.

Automatic Tooth Plugger.

N^o 71950

Patented Dec. 10, 1867.



Witnessed
L. P. Doan
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Ben. Bannister
George F. Green

United States Patent Office.

BURR BANNISTER AND GEORGE F. GREEN, OF KALAMAZOO, MICHIGAN.

Letters Patent No. 71,950, dated December 10, 1867.

AUTOMATIC TOOTH-PLUGGER.

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

TO ALL WHOM IT MAY CONCERN:

Be it known that we, BURR BANNISTER and GEORGE F. GREEN, of Kalamazoo, in the county of Kalamazoo, and State of Michigan, have invented a new and useful Automatic Tooth-Plugger; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

Figure 1 is side elevation.

Figure 2, sectional drawing of engine.

Figure 3, plugger.

Figure 4, lock to engine-valve.

Figure 5, flexible pipe.

Letters of reference also indicating corresponding parts.

The nature of our invention consists substantially in the employment of an engine which is operated by means of compressed air, in connection with a tooth-plugger, which is secured in a case at one end of the cylinder in such a manner as to receive a continuous succession of blows from the end of the piston-rod, which may be regulated at the will of the operator.

The invention has for its object rapidity of blows, light or heavy, slow or fast, as may be desired by the operator, to condense the foil in the cavities of teeth.

To enable others skilled in the art to understand our invention, we will describe its construction and operation.

D and H represent a case containing an engine, attached at one end, and so arranged that a plugger-bar will slip in at the other end until its end comes in contact with the piston-rod of the engine when at its outer stroke, as at N and M. E is a rubber pipe, leading from the side pipe of the engine to a person's mouth, foot-bellows, or any receiver of compressed air, so that if air be blown heavily through the pipe E it will cause the engine to give heavy and continuous blows on the end of the plugger-bar, corresponding to the length of time the wind is kept up. One, two, or three blows are produced by a quick, sharp puff of air; light blows by blowing a little.

Fig. 2. G, a side pipe containing valves, moved backwards and forwards across the openings of the cylinder, operated by the cross-head of the engine attached to a spring-wire, I; the valves held at either side of the openings by lock F until the engine has finished its stroke. H, door; K, cylinder; A, piston; B, piston-rod; C, plugger-bar. We use pluggers of any of the known forms.

Having described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. The combination of an engine, operated by means of compressed air, with a tooth-plugger, for the purpose set forth and described.

2. The lock F, in connection with spring I, operated by cross-head of piston-rod, in the manner and for the purpose specified.

Witnesses:

G. P. DOAN,

J. M. COLEMAN.

BURR BANNISTER,
GEORGE F. GREEN.