

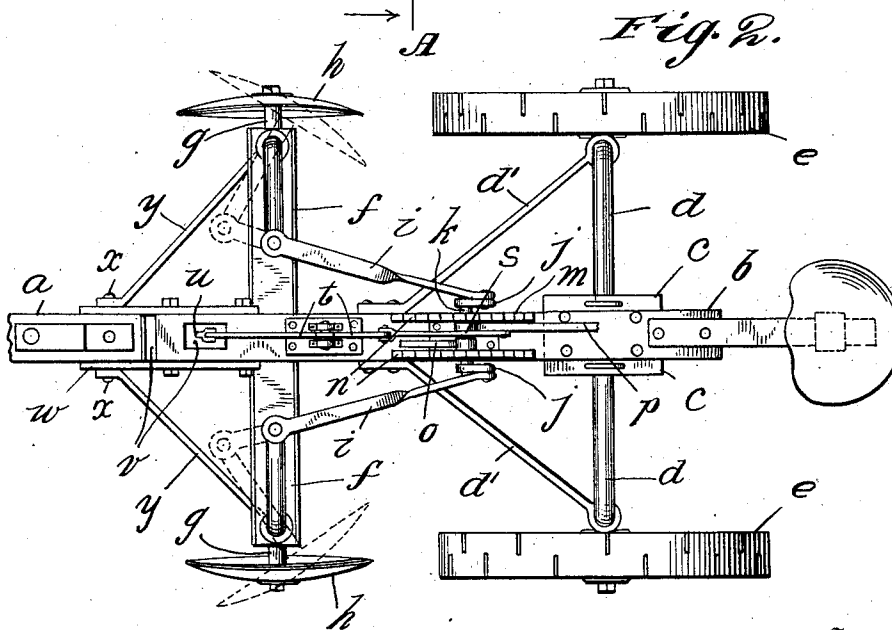
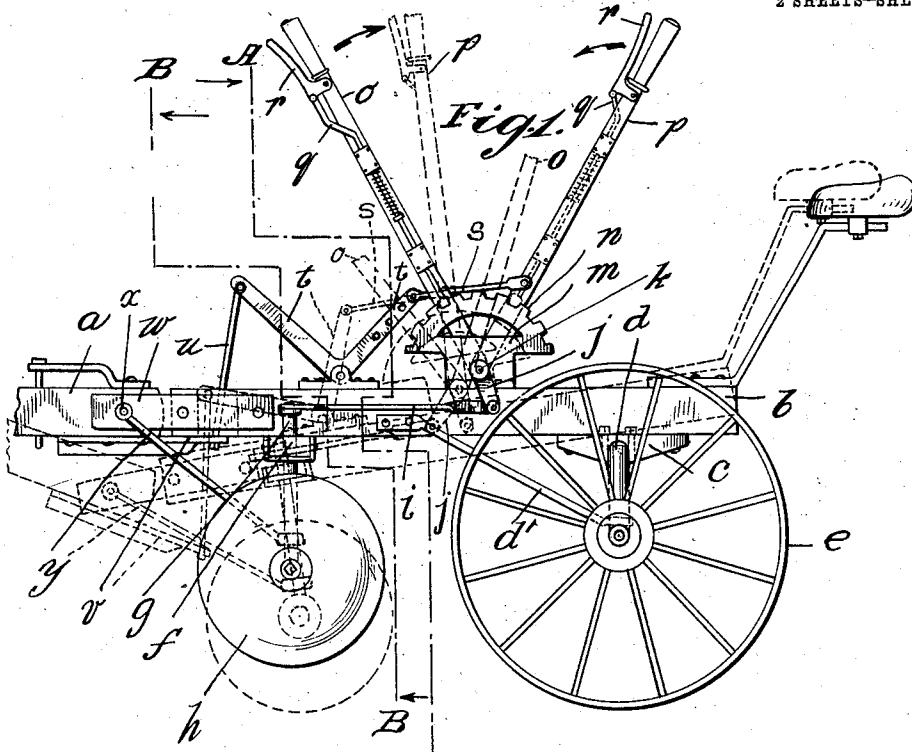
H. H. DINS.
POTATO HILLER.

APPLICATION FILED NOV. 20, 1911.

1,047,921.

Patented Dec. 24, 1912.

2 SHEETS—SHEET 1.



Witnesses:
Hamphreys
Wm R. Ackerman

Henry Herman Dins Inventor
By his Attorney
James Hamilton

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2 SHEETS-SHEET 2.

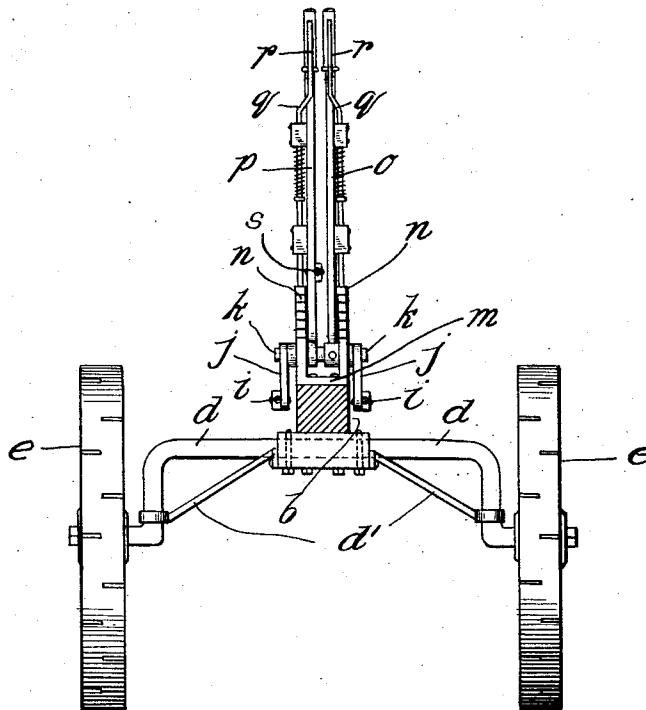


Fig. 3

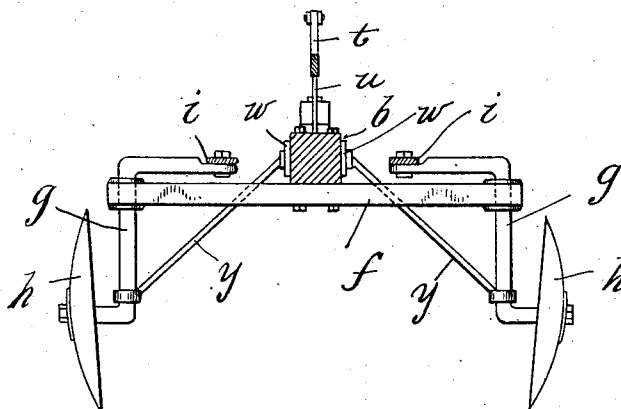


Fig. 4.

Witnesses:
Hans J. Heebig
Wm. R. Ackerman

Henry Herman Dins Inventor
By his Attorney
James Hamilton

UNITED STATES PATENT OFFICE.

HENRY HERMAN DINS, OF OSCEOLA, WISCONSIN.

POTATO-HILLER.

1,047,921.

Specification of Letters Patent.

Patented Dec. 24, 1912.

Application filed November 20, 1911. Serial No. 661,337.

To all whom it may concern:

Be it known that I, HENRY HERMAN DINS, a citizen of the United States, residing at Osceola, in the county of Fond du Lac and State of Wisconsin, have invented certain new and useful Improvements in Potato-Hillers, of which the following is a specification, reference being had to the accompanying drawings.

10 This invention relates to improvements in potato-hillers; and an object of this invention is to provide a potato-hiller which will be simple in construction, comparatively cheap in manufacture and most efficient and
15 durable in use.

Another object of this invention is to provide a potato-hiller which will be readily adjustable for the purpose of adapting the hiller to any height of potato plant, to any
20 width of row and to the character of the soil under cultivation.

In the drawings illustrating the principle of this invention and the best mode now known to me of applying that principle,
25 Figure 1 is a side elevation of my new potato-hiller; Fig. 2 is a plan of the same; Fig. 3 is a section on the line A—A of Fig. 1 and Fig. 4 is a section on the line B—B of Fig. 1.

30 The team-pole may be regarded as jointed or formed of two parts, the front part *a* then constituting the tongue of the hiller, while the rear part *b* constitutes the center member or reach of the vehicle part of the
35 machine. The rear part or perch *b* carries at its rear end a bolster-block *c* in which is mounted a yoke-like or inverted U-shaped shaft, which serves as a rear axle *d* and on the ends of which are mounted free to turn
40 the rear wheels *e*. The vertical parts of the axle *d* are connected by the eyed brace-rods *d'* with the reach or perch *b*. To the front part of the latter is fastened a cross-bar *f* through each end of which passes rotatably
45 (or in which is fulcrumed) a bent lever *g* having on its lower end a rotatably-mounted disk *h*. The upper end of each bent lever *g* is connected by a link *i* to the lower end of the crank arm *j* fastened to one end of a
50 shaft *k* journaled in the pillow block *m* mounted near the middle of the perch or reach *b*. Projecting upwardly from each side of the pillow-block is a pair of flanges

the upper edges of which are notched to form toothed sectors *n* and between which
55 are mounted the lower ends of the levers *o*, *p* each of which is provided with a spring-controlled locking-rod *q* controlled by a latch lever *r* pivoted thereto at the upper end thereof. The lever *o* is fast upon the
60 shaft *k* but the lever *p* is loose thereon and is connected by the link-rod *s* with the rear arm of the bent lever *t* to the end of the front arm of which is fastened a link-rod *u* the lower end of which is attached to a
65 plate *v* fastened to the bottom of the rear end of the tongue *a*. At each side of the front end of the perch or reach *b* there is fastened a plate *w* the front end of which projects beyond the reach *b* toward the rear
70 end of the tongue *a*, which is pivotally fastened by means of a bolt *x* between the projecting front ends of the plates *w*. The bolt *x* also fastens to the latter the front upper ends of the eyed brace-rods *y* the eyed
75 lower ends of which fit loosely around the lower ends of the bent-levers *g*.

When it is desired to force the disks *h* farther into the ground, the lever *p* is thrown to the front, as shown in dotted
80 lines in Fig. 1, whereby the rear end of the tongue *a* and the front end of the reach *b* are carried downwardly. At the same time the disks *h* are forced into the soil. When it is desired to vary the angle at which the
85 disks *h* are set to the longitudinal axis of the hiller, the lever *o* may be pulled to the rear (or pushed to the front), whereby the bent levers *g* are turned in the cross-bar *f* and the disks *h* are carried into the desired
90 position, as shown by the dotted lines in Fig. 2. The depths at which the disks are adjusted in the soil may be varied by the hereinbefore described arrangement of parts without varying the burden or load thrown
95 upon the necks of the team-horses.

It is obvious that the members *g*, *k* may be regarded properly as rock-shafts and that the arms *j*, *o* act as rocker-arms on the rock-shaft *k*.
100

I claim:

A potato-hiller comprising a vehicle; a pole jointed thereto; a rock-shaft mounted on said vehicle; a rocker-arm mounted on said rock-shaft; a lever loosely mounted upon
105 said rock-shaft; devices for throwing up the

soil around the plants; mechanism which connects said devices with said rock-shaft to incline said devices toward and from the vehicle; and means connecting said lever
5 with said pole to vary the depth of said devices in the soil.

Signed at Fond du Lac, Wisconsin, this

15th day of November, in the presence of the two undersigned witnesses.

HENRY HERMAN DINS.

Witnesses:

LAURA BUTLER,
O. H. ECKE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."