

“Mother Bin” Speeds Up Harvest, Saves Money

“No one’s ever built anything like it. The Walkabout Mother Bin will revolutionize the way we harvest grain,” says Dave Hedt, founder and president of USA Kangaroo, LLC, about his company’s giant new 4,000-bu., portable grain bin. It was on display at the recent Husker Harvest show near Grand Island, Neb.

The Walkabout Mother Bin is a huge trailer designed to be used as portable grain storage in the field. The 58-ft. long, 7-axle unit holds 4,000 bu., has a 22-in. unloading auger, and an unloading rate of up to 900 bu. per min., allowing it to load a semi in only about 2 min. The unit has self-steering front and force steering rear axles.

Mother Bins were invented in Australia more than 20 years ago. Hedt, an Australian who now lives in S. Dak., recently started a company to build Mother Bins in the U.S. He says they let farmers run harvest at full capacity without holding up any piece of equipment.

“The key to productivity while harvesting is moving grain away from the combine and away from the field without any piece of equipment having to wait or stop,” says Hedt. “The Mother Bin works by supplying you with 4,000 bu. of in-field storage. Instead of dumping grain into the trucks directly, the cart operator fills the Mother Bin. Trucks are then loaded from it.

“As a result, grain carts don’t have to wait for a truck, and trucks don’t have to wait for the grain cart to bring more grain from the combine. It reduces the number of trucks needed, and the number of people needed to operate them.

“In the last 20 years combines have become much bigger as have grain carts and the tractors needed to operate them,” says Hedt. “If the Mother Bin can eliminate trucks from your operation, which we’ve proven time and time again that it can do, there’s an enormous savings.”



The Walkabout Mother Bin provides 4,000 bu. of in-field storage. “Instead of dumping grain into trucks directly, the grain cart operator fills the Mother Bin,” says Dave Hedt. “Trucks are then loaded from it. As a result, carts don’t have to wait for a truck, and trucks don’t have to wait for the cart to bring more grain from the combine.”

The Mother Bin isn’t just for big farmers, says Hedt. “One of our customers is a 1,500-acre farmer who had owned three trucks because they were often waiting in line at the elevator. Once he bought the Mother Bin he was able to sell 2 of the trucks, yet still harvest all day long without stopping.

“A Kansas wheat farmer uses his Mother Bin to load and unload grain bags. The Mother Bin sets beside the grain bagger

all the time. It lets him keep his grain carts moving while loading the bag and minimizes truck turn-around time while unloading it. Also, his Mother Bin is equipped with scales which lets him weigh the grain leaving the field.”

The base list price of the Mother Bin is \$119,000. A wide variety of optional equipment is available including weigh scales, a vibrator for hard-to-move products

such as wet corn, and a remote shutoff system that lets the truck driver load up without getting out of the truck.

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Lynn Finlayson added a third axle with caster wheels behind his Bobcat Mini. It helps extend skid steer tire life and doesn’t rip up soft ground.



Third Axle Added To Bobcat Skidsteer

Lynn Finlayson says he extends skidsteer tire life and eliminates skid marks on pavement by adding a third axle to his Bobcat Mini. With 2 axles, every time the skidsteer turns, it wears away rubber on hard surfaces and rips up the soil on soft. The caster wheels on his rear axle eliminate the problem.

“When I saw a Grasshopper zero-turn in our local scrap yard, the rear axle looked perfect for the idea I had,” says Finlayson. “I put solid rubber tires on the wheels, removed the bushings, and replaced them with sealed bearings.”

To accommodate rough terrain, the axle oscillates on a bolt and bearing to the left and right on the zero-turn. To retain that function, Finlayson fastened the bolt to a steel plate to which he then butt-welded a 2-in. male steel tube.

He then jacked up the back end of the skidsteer until the original “rear” axle was

about an inch off the ground. With the wheels clear of the ground, he lined up the add-on axle steel tube with a spot on the rear of the raised skidsteer. He butt welded a 2-in. receiver hitch at that point and slipped in the male end. He then took the pressure off the lifts, and the skidsteer settled on its new rear axle.

“I needed clearance for the old rear tires,” says Finlayson.

He compares driving the augmented skidsteer to taxiing with a tail dragger airplane. “You have to be right on the controls,” he says. “With the casters, it can move to the left or right quickly. If you need more traction, just jack up the machine and remove the rear axle.”

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Proveyor wagon-mounted conveyor makes picking produce in the field a lot more efficient and is easier on the crew.

Picking Easier With Conveyor Wagon

Picking produce in the field is a lot more efficient and easier on the crew with a Proveyor wagon-mounted conveyor that lets a single packer handle the flow of produce.

“It moves easily to any position on the wagon, front to rear, to the tote that needs to be filled,” says Elmer Fisher, Fisher’s Sprayer Mfg. “The packer can also adjust the height and speed to match the picker’s needs.”

Fisher says the Proveyor increases efficiency, eliminating the second packer often needed on a produce wagon. Initial positioning in the field is done manually, with one worker easily walking the conveyor into place. Once picking begins, the packer controls the drive and positioning.

The Proveyor hydraulics can be supplied by tractor hydraulics or a separate mounted hydraulic pack. The separate pack allows the use of food grade oil.

The hydraulic hose is mounted on a

spring-loaded reel to prevent tangling as the Proveyor moves up and down the wagon’s length.

Although the Proveyor can be custom mounted on an existing wagon, Fisher sells them with wagons from 20 to 30 ft. in length. His standard and most popular is a 24-ft. wagon that holds 12 standard produce bins. It sells for \$13,000. If equipped with hydraulic rear wheel steering, the price is \$14,250.

“Rear wheel steering gives extra control over the wagon, nearly eliminating damage as you turn in on end rows,” says Fisher. “It’s controlled with the regular valves on the tractor.”

See the Proveyor in use at FARMSHOW.com.

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