

“Made-It-Myself” TMR Mixer Mixes Two Batches At Once

“There’s nothing like it on the market. We can mix up two different rations at once and feed two or more groups of cattle in one trip,” says Joel Pominville about the precision mixer wagon he built from scratch.

The two-compartment wagon is 7 ft. wide by 21 ft. long with 7 1/2 ft. tall sides. It’ll handle a total of 7 tons of feed. It was built out of square steel tubing covered with plywood.

The axles were fabricated at a local machine shop and are fitted with dual wheels, rims and 16-in. tires off an old Badger forage wagon.

The apron chains and elevator chains in each compartment run independently. Home-built beaters turn on 2 in. dia. solid shafts and Browning gears, chain-driven by pto.

He uses an apron chain across the front of the wagon to deliver feed to stalls in his free stall barn. The feed drops into stalls via a rubber truck mud flap mounted directly under the mouth of the cross auger.

Pominville typically first loads hay into

both compartments, front to back. He next adds corn silage, then grain and minerals on top of the silage. The amount of grain depends on which group of cows is being fed first. For example, up to 20 lbs. of grain per cow is used in one compartment for his high-producing group. The apron chains pull material to the front to the elevator chains which bring the bottom material to the top. The beaters located just behind the elevators mix it all up.

His four groups of cows, totaling 200, are fed about half of each compartment twice daily.

“It works like a charm,” Pominville says. “The elevator chains and beaters are the keys to success. The elevator chains tumble the feed to mix it and the beaters work the grain in for a precisely mixed ration.”

Out-of-pocket expense was \$7,000, including \$600 for both elevator chains.

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Pominville used sq. steel tubing and plywood to build the 7-ft. wide, 21-ft. long mixer wagon. It’ll handle a total of 7 tons of feed.



Apron chains and elevator chains in each compartment run independently. An apron chain across front of wagon delivers feed to stalls in his free stall barn.



Madden put together his own “stripper” header for just \$3,000 by mounting a Shelbourne Reynolds stripper rotor on a 25-ft. Deere 925 grain header.

He Mounted A Shelbourne “Stripper” On A Deere Header

“I wanted a bigger stripper header but I didn’t want to spend the nearly \$27,000 a commercially-built stripper would cost,” says Norman Madden, Newport, Ark. He put together his own “stripper” header for just \$3,000 by mounting a Shelbourne Reynolds stripper rotor on a Deere grain header.

Stripper headers pull grain heads off standing stalks of grain, leaving the stalks standing and feeding only grain and chaff through the combine. They were developed in England and are now being marketed in North America by Massey Ferguson. The idea has caught on in certain areas of the country, particularly the Northwest, where wheat yields tend to be the heaviest, and down South.

Madden bought the shell of a 25-ft. Deere 925 grain header at a salvage yard, equipped with a pipe reel and table auger but no cutterbar. He also bought a burned, 20-ft. wide Shelbourne Reynolds stripper header. The stripping rotor in the header consisted of two 10-ft. long sections supported by a center bearing. He cut a 5-ft. length out of another stripper rotor and bolted it in between the two 10-ft. rotor sections, and then mounted the rotor on the header. He mounted the Shelbourne domed housing on the Deere header over the rotor, just like on the origi-

nal stripper header. He had to lengthen the 20-ft. housing out to 25 ft.

The rotor mounts just ahead of the Deere header’s 10-in. dia. reel pipe, which delivers stripped material into the Deere header’s table auger. The rotor is belt-driven off the combine’s feeder house drive. The reel pipe is driven by the hydraulic motor that originally drove the Deere header’s reel. The table auger is chain-driven off the original right feeder housing drive on the Deere combine.

“I used it last year to harvest 600 acres of rice and it was almost trouble-free,” says Madden. “I had been using a 20-ft. Shelbourne Reynolds stripper but wanted more capacity. However, the company’s biggest rice model is only 22 ft. wide. The extra 5 ft. of rotor width really increases the capacity. Another advantage is that the Deere header’s table auger is larger in diameter than the Shelbourne table auger. My Deere 9600 combine had no trouble handling the extra grain. I was able to go about 6 mph in good rice.”

“The 10-in. dia. reel pipe does the same job as the 18-in. draper belt that was on my Shelbourne Reynolds header. It also takes up less space which allowed me to move the rotor 6 1/2 in. closer to the combine. With



The original 20-ft. wide stripper rotor consisted of two 10-ft. sections. Madden cut a 5-ft. length out of another rotor and bolted it in between the two 10-ft. sections, then mounted entire rotor on header. He also lengthened the 20-ft. housing to 25 ft.

the Shelbourne Reynolds header I was having problems with the combine’s rear wheels spinning in mud, and with backing up, because the weight of the rotor made the combine front-heavy. Now my combine is better balanced so I don’t have those problems. Another problem with the draper belt is that mice ate holes through it during winter storage and it cost \$1,300 to replace the belt. The company’s newer rice models are equipped with shaker pans instead of draper belts, but the pans have too many moving parts. Also, wet rice tends to stick to the pans. The header reel pipe keeps rice moving into the table auger so that it doesn’t stick in wet conditions.

“The Shelbourne Reynolds stripper rotor was supported by a single center bearing mounted on a cantilever beam. Every time I

crossed over a levee it jolted the bearing, which eventually caused the center support to sag down and ultimately the bearing would fail because of mis-alignment. The 5-ft. center section on my rotor is supported at the bottom by two bearings instead of one, and at the top by a brace that I made from 3/8 by 2 1/2 in. strap steel. The brace connects the rotor housing to the back top plate on the Deere header and has eliminated bearing failures. Each end of the brace is secured by two bolts that fit into brackets welded onto the rotor housing and header. If I want to work on the rotor or table auger I just remove the bolts.”

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