

The Greatest Thing Since Sliced Bread Is Better Sliced Bread

Meet the GrainMaker® family. All GrainMaker mills are 100% handmade in the Bitterroot Valley of western Montana, U.S.A., and provide a Lifetime Heirloom Guarantee on every part of every mill. The mills easily grind, roll or flake a variety of dry grains and legumes – wheat, oat groats, spelt, corn, beans, dried peas, barley, quinoa, coffee, flax seed, poppy seeds, popcorn, dehydrated vegetables, peanuts, and many more.

Construction is handcrafted of welded and machined steel and metal (no castings) – the hopper guard and two augers are stainless steel; and the grinding burrs are a high-quality alloy. These grinding burrs are an exclusive design of GrainMaker and are easy to clean. The bearings in each mill are sealed ensuring for smooth, maintenance-free operation. The mills have an exclusive adjustable “click and lock” control knob thus allowing the user to choose and easily adjust for coarse to fine grinding. The extended handle allows for better leverage. For faster production, each mill has a pulley that allows for motor, bicycle, or alternative power conversion. A custom-built geared electric motor is available and slides directly onto the shaft without bulky

guards, pulleys or belts; or a do-it-yourself motorizing kit is also available letting you use your own electric motor. For the more adventurous types, a bicycle kit can be purchased, which allows you to drive a mill with any standard geared bicycle. GrainMaker mills are powder coated in red with an FDA approved finish making clean-up trouble-free.

The Model No. 99 has a 6-cup hopper, 5-inch burrs and a 12-inch flywheel, perfect for grinding or cracking modest batches of grains; while the largest of the group, Model No. 116, is suitable for larger output, with 6-inch burrs and a 14-inch flywheel. The Model No. 275 Flaker mill rolls and crushes grains using 2-3/4” diameter rollers made of stainless steel. The Flaker mill is a fitting addition to any home brewing or small-scale feed operation. The GrainMaker Sorghum Press is a free-standing press that squeezes sorghum cane into juice. Sorghum is a popular natural sugar substitute that has been used in the U.S. since the 1850s. Sweet sorghum juice that has been pressed is cooked down into sorghum syrup.

Owners Randy and Bonnie Jones’ determination to provide heirloom-quality



GrainMaker mills, and a distinguished totally American-made product, is reflected in their continuous commitment to improvement, superior customer service, their 30-day satisfaction guarantee, high-quality construction, and the Lifetime Heirloom guarantee.

Learn more and order online at www.grainmaker.com. Or contact them via mail at GrainMaker, P.O. Box 130, Stevensville, Mont. 59870; call toll-free 855-777-7096; or e-mail sales@grainmaker.com.

Reader Inquiry No. 03

20-Wagon Bale Train Stops Michigan Traffic

Chuck Timm created quite a hubbub when he hooked 20 loaded straw wagons together in a single “wagon train” on one of his grain fields. The 1/8th-mile long spectacle stopped traffic on a county road near Hubbard Lake, Mich. for nearly a week as motorists paused to take photos.

“It’s not every day a person sees something like this,” says Timm with a smile. “One day we created even more of a stir by moving all the wagons at once with a 1206 International tractor.” That event was captured on video by Timm’s son-in-law Jeff and his brother, who posted it on YouTube.

“We started this with 15 and then 18 wagons a few years ago,” Timm says, “and last year we put all the straw from the field on 20 wagons and lined them up. It just seemed like a fun thing to do.”

While motorists knew the straw train was special, they probably didn’t know that every wagon was a different size and that Timm had built all of the racks and many of the wagons in his farm shop.

“I’m one of those guys who always has to be building something,” says Timm. “For the past 20 years it’s been a different wagon or two every winter.” Timm uses old axles from junked trucks to build front and rear running



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gears. He prefers the axles from Ford trucks because of their I-beam suspension, but he’s also scrapped out axles from old school buses. His largest bale wagon is 30 ft. long, and others range from 16 to 25 ft. long. It takes him about a week to build a wagon, and a full day to make an extendable pole.

“The size wagon I build depends on the axles I’m working with,” says Timm. “If it’s a heavy-duty axle, I make the reach with a 3 1/2-in. pipe on the outside and a 3-in. pipe inside. With those I use larger wheels and can make the rack larger. On the smaller wagons I use axles from 3/4-ton trucks and the reach is 2 1/2-in. pipe with a 2-in. pipe inside.” He also uses scrap parts from cultivators and combines.

Timm makes the tongues, and the tie rods are original from the trucks. Hay wagons have flat bolsters, and wheels are 15, 16, or 20 in., sized to fit the wagon they’re mounted on and the load they’ll haul.

The smallest wagons in his fleet carry 150 bales, and the largest one can haul 350. “Most of our hauling is done within 10 miles of the farm,” says Timm, whose family runs 1,600 acres and also operates a feed dealership.

“We park them inside and pull them out when we need straw or hay in one of the barns.”

Contact: FARM SHOW Followup, Chuck Timm, 6690 Nicholson Hill Rd., Hubbard Lake, Mich. 49747 (ph 989 727-3676).