

Well Cleaner Quick And Easy To Build

If your well has silt or sand in it, as many do, one FARM SHOW reader has a suggestion: Instead of continually raising the pump to keep it in clear water, just pull the pump and line, and use a well cleaner to eliminate the problem.

When Richard "Red" Guthrie built his own well cleaner, he found inspiration in more than one place.

Initially, the Early, Texas farmer hired a "professional" well cleaning service, but the company used a paddle-tongue device that bent and punched holes in the casing of the best well.

"So much for professionals! Like most farm folk who seldom throw away anything, I had created my own "magic pile," where I could look through and find most all that was needed to build my own well cleaner," Guthrie explains. "We learned years ago, if you need it and don't have it or can't afford it - MAKE IT - and that is what inspired me to invent my well cleaner."

In an hour or so, he gathered the necessary stuff and put together a safe pneumatic well cleaner that does the job without damaging the well casing.

"My wells have 6 and 8-in. dia. casings, so I used a 4-in. round pipe and cut it 48 inches long," he explains. "I cut teeth in the bottom with a hole in it big enough to allow a 3/8-in. black pipe to protrude 1/2 inch through the bottom of the pipe."

Next, Guthrie let the 3/8-in. pipe stick up two inches above the top, and threaded a quick-coupler to attach an air compressor air hose to it.

"The top is fixed so a cross bar and a few links of chain can be readily attached to a pull rope or cable for lowering or raising the well cleaner. After positioning all components and tacking each in place, I thoroughly welded around the bottom plate, around the 3/8-in. air pipe protruding through the bottom plate, and the top components solidly, to make sure it would give me years of service," he says.

"While holding the air line and the lift line together, you lower it until it hits bottom. Then you turn on the air and the well cleaner will sink into the silt or sand. If it's hard, you bounce the well cleaner up and down and let



Home-built well cleaner has teeth at the bottom that stir up sediment so it can be pulled out.

the teeth break up the compacted layer. As the air agitates, it will carry silt or sand up between the casing and well cleaner, and deposit it INSIDE the well cleaner."

When finished, Guthrie says you need to turn off the air, draw the well cleaner up, and empty the sand. Repeating this procedure will allow you to reach the original well depth.

"It's very important that you not let the well cleaner go further than its own length, as it can fluidize the sand and go so far you may not be able to retrieve it," he cautions. "I've used this tool for 40 plus years and loaned it to many satisfied neighbors to clean out their water wells."

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Self-Propelled Grain Vac Always Ready To Go

Tom Peterson never seemed to have the right size tractor available to power his grain vac when filling or emptying grain bins. So he decided to make a self-propelled unit out of an unused irrigation engine and other irrigation parts.

"You can get it into tighter spots," says Peterson of the unit that is about 8 ft. long. "And it's always ready to use."

Building the cart to hold the engine was the hardest part of the job, the Cordova, Nebraska, farmer notes. He built it on two small center pivot wheels and used T&L hydraulic-driven planetaries, powered by a hydraulic pump, to make the cart self-propelled. The engine is turned backward and powers the grain vac by a reduction belt drive. He added a 110-gal. fuel tank, an electric fan-operated hydraulic oil cooler, a hydraulic outlet to power an orbit motor-driven auger and an aspirated intake air pre-cleaner.

"We had to put a rotating screen off an F4 Gleaner Combine to keep the chaff out of the engine radiator so it doesn't overheat," Peterson explains.

He changed the grain vac cart's tongue to pivot on horizontal and vertical axis, to cross uneven terrain. By standing on it, Petersen



"It's only 8 ft. long so it'll fit into tight spots," says Tom Peterson about the self-propelled grain vac he made out of irrigation parts.

drives the unit with individual control of both drive wheels wherever he wants to go. "It only goes about 1 1/2 mph," says Peterson, who likes not having to tie up a tractor to move grain.

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After he couldn't find replacement side panels, Wolters built his own wooden sides for the bed on his Chevrolet 3/4-ton pickup, using pressure treated 2 by 6 pine boards.

Old Chevy Pickup Restored With Wooden Bed Sides

Brian Wolters wanted to replace the side body panels on the 8-ft. bed of his 1978 Chevrolet 3/4-ton pickup, but he couldn't find any panels that weren't already rusted out. So the Kettering, Ohio, man built his own wooden sides, using pressure treated 2 by 6 pine boards.

The pickup still has its original wheel wells and bed floor and the front part of the bed. It also has the original corner posts that support the tail lights, as well as the tailgate.

The wooden bed sides are coated with Wolters' own mix of linseed oil and wood stain. They're secured by stainless steel screws and galvanized lag bolts. The rest of the pickup is painted Rust-oleum hunter green.

"It turned a rusted-out truck into a nice, practical truck that looks a lot better than I thought it would," says Wolters. "The sides have the greenish sheen of decking wood, but I coated them with linseed oil which gives the boards a warm, golden feel. I lag bolted the boards to the front and back of the bed. The weight of the boards is about the same as the bed's original steel sides so I don't notice much difference in the way it rides."

"Whenever I take it to a gas station or Home Depot, people start walking around looking at it. One guy told me it should be in a museum."

"I came up with the idea because I wanted a better looking pickup without spending a lot of money. I live in town and am remodel-

ing my house, so I use the pickup every day to do chores. I added new doors and fenders as well as a new hood, all of which I bought used. Then I painted the cab and chassis with Rust-oleum, which I thinned down with acetone in order to reduce the drying time. I used a high pressure, low volume spray gun to apply it. It worked great. I also painted the wheel rims white."

According to Wolters, old Chevy pickups tend to rust out right above the wheel wells. "Many of them are falling victim to the shredders at scrap yards, which I think is a shame. These pickups have a lot of room around the engine which makes them simple to work on. I think what I did is a good way keep an old, rusted pickup on the road."

He bought the pickup last fall with about 103,000 miles on it. It had sat in a barn for several years. "When I drove the pickup last winter, road salt caused it to start rusting out pretty quickly," says Wolters. "So I went to the internet and found a guy on Craigs List (www.craigslist.com) with an old Chevy truck who was selling it for parts. I bought his doors, fenders, hood, bumper, and bed. I painted the pickup's frame once I had everything off it. It's fairly rust-free now. My total cost was only about \$550."

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Bucket Twine Dispenser

"I was always scrounging up old baling twine for various tasks, so I decided to treat myself to a supply of new baling twine and put it in a dispenser that would make the twine easy to use and easy to store," says Gerry Hawkes, Woodstock, Vt., about his all-weather, tangle-free baling twine dispenser.

He cleaned out a used, 5-gal. plastic pail and dropped a new ball of baling twine into it, then drilled a hole through the center of the lid and pulled the end of the twine through the hole. Then he snapped the bucket's lid in place.

"Just to make a good thing better, I mounted a twine cutter on the side of the bucket so now I don't even have to pull my jack knife out of my pocket," says Hawkes.

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Hawkes converted a 5-gal. plastic pail into this tangle-free baling twine dispenser.