



Glenn McQuiston, 86, built this log splitter 63 years ago with his father, Otto. He still splits 4 to 6 cords of wood a year with it.



Splitter was built using the engine block, crankshaft and flywheels from a 1908 Mogul 8 hp tractor.

63-Year-Old Flywheel Splitter Still Going Strong

Glenn McQuiston, 86, still splits 4 to 6 cords of wood a year with the log splitter and stacker that he built with his father, Otto, 63 years ago. It's a testament to the durability of early 1900's technology.

The engine block, crankshaft and flywheels from a 1908 Mogul 8 hp tractor were used to make the splitter.

"I did all the welding with an acetylene torch," McQuiston says. "The wedge is pieces of 3/4-in. flat iron welded together and attached to 30 in. of 90-lb. railroad steel."

The splitter was initially powered by an International water-cooled engine, but eventually replaced with a 12 hp Wisconsin engine. The engine's piston was removed and 10 in. added to the connecting rod.

It's mounted on a 1929 Dodge Brothers truck frame with a rear axle from a Model T Ford. A 1936 Dodge 3-speed truck gearbox adds power to the flywheels.

McQuiston crank-starts the engine and puts it in second gear. The splitter wedge hits every 10 seconds nonstop. His family

used to split about 20 cords of wood a year to heat four households. The heavy-duty ram has no problem splitting large diameter fir, pine, cottonwood and tamarack trees.

"I think the splitter would split a tank in two," says neighbor Dale Anderson. "The whole thing worked hard all its life and shows no sign of slowing down. It was well thought out and well-built."

The McQuistons also built a 10-ft. stacker with a 1/2 hp reversible electric motor and 45-ft. endless conveyor belt to move the

wood away from the splitter. Everything is portable, and McQuiston moves the splitter and stacker with a 1939 Allis Chalmers that his father purchased new. Several years ago McQuiston restored it.

"I've got a bunch of antiques around here including myself," McQuiston laughs.

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Combine Gas Tanks Used To Haul Fuel

With about \$20 worth of hose and fittings and a little plumbing work, R.W. McAlister made his own fuel transport tanks from parts off an old Oliver 7600 combine.

"I wanted to haul diesel and gas to the farm from cheaper sources than the local co-op. You can buy portable tanks, but they're expensive," McAlister says.

The Oliver combine had two 39-gal. fuel tanks and a small pump.

He bolted the tanks together using existing holes in the tank frames and plumbed the bottoms of the tanks together with a T fitting and hose that goes through an inline filter to the electric fuel pump. McAlister bolted the

tanks to a 2 by 4 frame he built from scrap lumber so he can slide it in and out of his truck when the tanks are empty.

"The pump capacity isn't very high, so it takes a while (3 1/2 hrs.) to empty the 78 gallons of fuel the tank holds, but it's no problem," McAlister says. "I let it pump into my overhead fuel tank while I tend to other chores."

He has used it for three years without any problems.

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McAlister bolted together two fuel tanks off an old Oliver combine (left). He plumbed the tanks together with a T fitting and hose that goes to an electric fuel pump.

Giant Pickup Is A Real Eye-Catcher

Les Miller grabs lots of attention on the road and at car shows with the big pickup he made by replacing the grain box on a 1959 Chevy straight truck with a 1989 Chevy dually bed.

"I had a 1936 Ford one ton with a flat bed that I traded for the 1959 grain truck," explains Miller. "I sold the truck bed for \$1,200 and paid only \$600 for the dually bed."

The engine, drive train, rear end and springs remained original in the truck. However, he did begin by tearing down the engine and rebuilding it.

To match the dually bed, Miller shortened the wheelbase by 38 in., but that was one of the few major changes needed. "The bed lines fit the cab lines almost perfectly," says Miller. "I did have to put a roll pan in the back of the bed to lower the line of the bed. I also put a 12-in. drop bumper on the bed to get the hitch down where it would be on a pickup."

Hanging the drop bumper left open space between it and the wheels. Miller fabricated filler panels out of diamond plate, curving it up from the bumper to the fender panels. He also used diamond plate to make a toolbox look-alike for the bed to enclose an L-shaped gas tank.

He dressed up the side panels with extra trim at the front and back of the wheels and replaced the taillights with LED lights. However, he did retain the original fender lights

on the dually bed. He also added simulator chrome hubcaps to the truck's spoke wheels. All tires, including rear drive wheel tires, were replaced with steering tires for a less aggressive tread.

"A set of TrailBlazer 6-way adjustable seats replaced the old bench seat," says Miller. "I also replaced the steering column with one that had tilt steering and all new wiring."

Everything else in the cab was brought back to 1959 vintage, including a new but original style radio in the dash. Miller turned to LMC Truck, Olathe, Kan., for vintage style window glass, heater, windshield wiper kit, and other parts.

"LMC is a great supply source," he says. "Door handles and dash knobs all look original."

Miller figures he spent about a year working on the truck, including the paint job. He used Cady pearl white and purple with a little pearl added.

"I've got around \$2,500 in the truck and a lot of time," says Miller. "I can park it along side a Hummer, and it makes the Hummer look pretty small. I call it my Hummer Dinger."

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He dressed up the side panels with extra trim at the front and back of the wheels, and also replaced the taillights with LED lights.



Les Miller made this big pickup by replacing the grain box on a 1959 Chevy straight truck with a 1989 Chevy dually bed.