



Jeff Parker built his own extended cab pickup by welding together two Mazda 2-WD half-ton pickups. The machine is 21 ft. long with a 6-ft. bed and rides on 44-in. tires.

He Built His Own Extended Cab Pickup

Commercial extended cab pickups can cost up to \$30,000 or more. Jeff Parker, Bloomington, Minn., built his own extended cab pickup for only about \$2,000 by welding together two Mazda 2-WD 1/2-ton pickups - the front half of a 1988 B2200 and the back half of a 1987 B2000.

The machine is 21 ft. long with a 6-ft. bed and rides up high on big 44-in. tall by 18 1/2 in. wide tires. It's powered by the B2200 model's original 2.2-liter gas engine and is equipped with two transmissions and a transfer case, providing a total of 42 forward speeds and 18 reverse speeds. It has seat belts for six people.

"It's painted white so when I drive it around town some people think it's a limousine," says Parker. "I do some hill climbing with it and also participate in 4-wheeler events. It's geared really low. If I put both transmissions in first gear and the transfer case in low it barely moves. The tires vibrate too much if I go over 50 mph so I've never driven it on the freeway.

Parker cut off everything behind the cab on the B2200. On the B2000 he cut off the hood and windshield and removed the front axle, keeping part of the frame. He welded

in new material to lengthen the pickup frames and also welded in metal to fill the space between the two cabs.

The original pickup axles were built too light for the torque created by the two transmissions, and they weren't wide enough for the big tires so he replaced them with the axles off a 1985 Chevy Suburban. The front transmission is a 5-speed manual. A 1-ft. long driveshaft goes to the input of the second transmission which is off a 1978 full-size Chevy Blazer. The transfer case is also off the Blazer.

He wanted power steering but neither pickup had it, so he came up with his own hydraulic-powered steering system. He mounted a big hydraulic pump under the hood. The pump operates an orbital steering pump that drives a double-acting hydraulic cylinder on the front axle. "The cylinder is used to steer the front tires in either direction, much like the way a farm tractor steers," says Parker. "There's no mechanical link between the steering wheel and the wheels."

Contact: FARM SHOW Followup, Jeff Parker, 8618 Clinton Ave. S., Bloomington, Minn. 55420 (ph 952 884-4326).



Old tank cars with the ends cut off make ideal culverts, says Terry Smith, who has been selling rail car culverts for several years.

Old Railroad Tank Cars Make Great Culverts

If you need a large culvert to replace a small bridge or to make a crossing on a creek or other water way, you might want to consider using a railroad tank car.

Terry Smith, Diversified Rail Car, Camden, Arkansas, has sold rail car culverts for several years, mostly in the Texas-Arkansas-Louisiana-Mississippi area.

"An old tank car with the ends cut off makes an ideal culvert. They're made of high quality steel at least half an inch thick. Some have 7/8-in. thick walls. They're stronger than corrugated culverts of comparable size, so they don't have to be handled so carefully," he adds.

Smith says tank car culverts are available in 7 to 10-ft. diameters and in lengths from 30 to 63 ft.

The ends are removed along with any plumbing or valves attached to the tank. Cutting off the dome on top leaves about a 2-ft. hole that usually must be covered or welded shut by the buyer. "If you can put the culvert into place with the dome hole down, it doesn't need to be covered," Smith notes.

"My main customers are county road maintenance departments, farmers and timber companies. I've seen counties use one, or even two or three to replace old bridges. Those old bridges must be inspected periodically and are in constant need of repair to keep them safe. Farmers use the tanks to make crossings in creeks and field ditches and to cross irrigation canals. Some actually put them together end to end and bury them to make underground irrigation canals or reservoirs. Some farmers have made runs as long as about 200 ft. with them. If they're going to do that, we leave one end of the tank that will be the end of the canal.

"Timber companies like them because they can use them to get logging trucks and big machinery into areas where they're cutting. And if they don't want to leave them in place once a stand of timber has been harvested and replanted, they can dig them out and move them to other areas to reuse," he says.

He says tank car culverts are priced comparably to corrugated culverts, but will last considerably longer because of the quality and volume of steel used in them. He says because the sides are smooth, a tank car culvert will allow as much as 25 percent more water flow than a comparably sized corrugated culvert.

"They don't need reinforcement when you're handling them, or support while they're being installed, as corrugated culverts do. In fact, they can be pushed into place with a dozer. If they get clogged, you can clean them out with a backhoe. That would ordinarily damage a corrugated culvert."

Smith sells tank car culverts for \$75 to \$100 per ft. depending on the diameter and thickness of the tank. He says delivery is extra and can add \$400 or more, depending on how far the culvert must be hauled. "I can usually get them hauled for \$1.50 a loaded mile, but sometimes it costs more," he says. He can usually arrange delivery within two weeks. "When someone calls me for a price, I give them a total for the culvert and delivery, so they know what their final cost is going to be."

Smith also sells retired flatcars for use as bridges.

Contact: FARM SHOW Followup, Terry Smith, Diversified Rail Car, P.O. Box 815 Camden, Ark. 71711 (ph 800 798-7530; fax: 870 836-9193).



Tractor-mounted rock digger consists of a subsoiler shank mounted backward on a frame that fits a 3-pt. hitch.



Florence simply backs up as he lowers the shank into the ground, then lifts when shank contacts the rock.

3-Pt. Mounted Rock Digger

Kentucky farmer Melbourne D. Florence came up with a simple way to make a tractor-mounted rock digger.

It consists simply of a subsoiler shank mounted backwards on a frame that fits a tractor 3-pt. hitch. The shank is not modified. A heavy piece of angle iron runs across the front of the shank to help anchor it in place.

Florence simply backs up as he lowers the shank into the ground, then lifts when the shank contacts the rock. On a bigger rock, he says you can work your way all around it to shake it loose. It'll dig down as far as a couple feet.

Contact: FARM SHOW Followup, Melbourne D. Florence, 1040 Duckworth Rd., Cynthia, Ky. 41031.



Tank car culverts are available in 7 to 10-ft. diameters and in lengths from 30 to 63 ft.