

Guardrail Shortage Solved By Manufacturer

“Used highway guardrail panels are becoming harder to find so we’re now manufacturing new rails that are easier to use and consistent in quality,” says Tom Calton of All Rail, Rutherfordton, N.C.

Livestock Steel is a galvanized, roll-formed livestock fencing panel. “It’s made to match up seamlessly with the standard used highway guardrails that have been used by livestock producers all over the country,” says Calton. “We had to find a way to support the growing demand.”

The new panels are often cheaper than used W-beam guardrails, especially when delivered in truckload quantity, says Calton. “Livestock Steel panels are exactly the same dimensions as the standard 26-ft. long by 12-in. wide, W-beam used highway guardrails. The mounting and splice holes and post spacing slots are exactly the same. The panels are consistently the same length and are always straight and clean.”

The new panels are made from 15-ga. steel whereas the older, used highway guardrails are often made from 12-ga. steel. “But the 15-ga. steel is plenty strong for livestock,” says Calton. “We use only top quality galvanized steel and they’re actually made on a highway guardrail manufacturing line.”

Calton says the company is still able to provide used highway guardrail for sale. “But by manufacturing our own guardrails, we’re able to provide a good, consistent product in an affordable, unlimited supply.”

New or used guardrail can be drop-shipped direct, or customers can schedule pickup in East or West Coast supply yard locations. Calton says to call for best pricing.

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Built-From-Scratch Tracked Power Unit

Sheldon Zook was looking for a way to power his snowblower, when his garden tractor no longer worked. He ended up with a multi-purpose, year-round power unit.

“I have a habit of naming things, and this one is called Harold,” says Zook. “I use it to power a snowblower and have used it on a wood splitter. I’m considering building a mower for it.”

Zook took the engine from an old Geo Metro car whose body had rusted out. He also salvaged the Metro’s gas pump, fuel tank, wheels, computer and wiring harness, radiator and fan.

“At the insistence of my son, I also took the horn,” says Zook. “I installed everything on a frame fabricated from an old trailer house hitch.”

He picked up used hydraulic wheel motors and hydraulic controllers from salvage. The valve bank was one his father had salvaged, and drive controllers were off a Case IH tractor. The seat was from an old lawn mower. The lift cylinder was from a surplus center.

“My biggest expense was buying a new hydraulic pump, reservoir tank and lines,”

says Zook. “The pump runs off the engine, and everything else is hydraulic-powered. I built the linkage for the control levers and used rubber rollers from a power wood planer for handles on the levers.”

Zook also installed a control diverter for a speed control. Maximum speed for Harold is about walking speed, 4 to 5 mph.

Tracks are made from ribbed rubber belting. To hold them in place, Zook bent flat iron strips in a U shape and bolted them to the underside. They hold the belting in place on the wheels and ensure traction for the wheels.

“The body is sheet metal bent by a local shop and attached to a steel tube frame,” says Zook. “I can pop it all off in about 5 min.”

Lift arms are made from heavy wall, 3/8-in. thick, 1 1/2-in. square tubing. Zook designed a quick-tach system so he can drop the snowblower or splitter and use the tractor to pull trailers.

The pump puts out 20 gpm with a pressure relief at 2,500 lbs. Zook has found it is more than enough for the snowblower and the splitter.

“When running the splitter, I couldn’t find a piece of wood, knotty or whatever, that it



When his garden tractor quit working, Sheldon Zook started looking for a way to power his snowblower. He ended up building this multi-purpose, tracked power unit.

couldn’t split,” says Zook.

total of about \$3,500.

Using the engine to power a hydraulic pump added to the versatility and ease of building Harold, suggests Zook. The pump system and other purchases added up to a

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Engine Tuning Harvests More Horsepower

Farmers and commercial operators looking to add more horsepower to tractors, earth-moving equipment and combines have a source of time-tested equipment at Calibrated Power in Illinois. Service technician Paul Wilson says the company can up-rate diesel engines to produce more power and use less fuel per acre.

Ron Pierce of Marengo, Ill. says that uprating a tractor on their farm produced more horsepower and savings of 1/4 to 1/3 gal. of fuel per acre. Pierce says that before the uprate, their tractor would sometimes bog down to 1,400 rpm’s or less and he’d have to raise the chisel plow at various spots in a field. After the uprate, Pierce says the engine pulls down to 1,750 to 1,800 rpm’s and he doesn’t have to adjust the chisel plow depth. The 35 hp uprate from Calibrated Power increased horsepower from 193 to 228 on

their tractor and raised torque from 628 to 747 at 1,550 rpm’s. A 55 hp uprate would raise horsepower to nearly 250 and torque to 826.

Wilson says their diesel engine uprate operates the engine within safe limits established by the manufacturer. The kit includes a power manager, a connection cable, a micro USB cable and an instruction range. Installation can be done in less than an hour. Kit prices vary depending on the engine being uprated.

Calibrated Power also sells equipment that increases power of Duramax diesels, including tuning products, replacement turbochargers and fuel system parts.

Contact: FARM SHOW Followup, Calibrated Power, 950 Greenlea Street, Marengo, Ill. 60152 (ph 815 568-7922; www.calibratedpower.com).



Calibrated Power offers a kit to up-rate diesel engines to produce more power and use less fuel. Kit includes power manager, connection cable, micro USB cable, and an instruction range. Calibrated Power also sells replacement Duramax diesel turbochargers.