



Ramp handles loads over 2,000 lbs. yet folds up to narrow 4-in. width inside tailgate.

"Best Tailgate Ramp Ever"

Many tailgate ramps for pickups have come on the market over the years but we've never seen one quite as slick as the new EZN Ramp that'll handle loads of over 2,000 lbs. yet folds up to a narrow 4 in. width inside the tailgate. It doesn't change the look of the pickup at all.

When fully extended, the EZN Ramp is 76 in. long and 56 in. wide. It consists of three 19 3/4 in. sections made out of zinc-coated steel with an anti-slip silicone carbide working surface. Total weight is 130 lbs. To handle the extra weight of the tailgate with the ramps installed, spring-loaded cables attach to brackets that simply slip over the hinges on the tailgate.

What makes the ramps unique is the "suspension bridge" type cable supports on the underside. As the ramp is unfolded, cables are pulled tight over stand-up brackets, providing support that keeps the sections of the ramp rigid.

"The ramp comes with two legs you can put under the outer end when extended so you can use it for a heavy-duty work table in the field," says distributor Tony Pithan.

Sells for \$795. "That's more than other ramps but you almost have to see this ramp to appreciate the quality of construction. It's made for constant use. We've had tremendous interest from commercial



"Suspension bridge" type cable supports underside of ramp to keep it rigid.

customers who previously used powered Tommy Lifts or other such complicated, expensive rear lifts," says Pithan.

Contact: FARM SHOW Followup, EZN Ramps, 115 W. Canon Perdido, Suite 100, Santa Barbara, Calif. 93101 (ph 800 969-7267 or 612 421-8869).



Self-Propelled Grain Auger

If you're tired of having to chase down help every time you need to move your grain auger, you'll like what Fergus Russell did to his auger.

"It used to take my wife, my son and me at least a half hour to move our auger even a short distance," says the Skiff, Alberta, farmer. "Now, one of us can do

it in five minutes."

That's because Russell self-propelled his 55-ft., 8-in. dia. Brandt auger by mounting it on a 1950's Oliver 33 combine he bought for \$100.

Russell stripped the combine down to its engine, transmission, axles, and operator's platform. Then he attached a pair of 2-ft.

HELICOPTER TRANSPORTED BINS TO NEW LOCATION

Grain Bins Delivered By "Air Express"

By C.F. Marley

No one would have blamed the residents of Auburn, Ill., if there had been a bunch of UFO sightings recently when nearby farmer Delmar Ladage hired a helicopter to move four 10,000 bu. grain bins for him. Anyone who saw the bins in flight knew there was something "unearthly" going on when the helicopter carried the bins right over a residential area on the way to their new site.

Ladage, who raises corn and beans, bought the bins from a local farmer who had sold his farm for residential development. The new owners planned to junk out the bins and so were willing to give the bins to Ladage if he would get them off the property quickly.

He knew bins had been moved by helicopter before but finding a company to do the job was not easy. The biggest chopper he could find - based in Pennsylvania - could handle just 8,000 lbs. at a time. Since each bin weighed a total of 10,500 lbs., he knew he'd have to divide up the loads.

He hired contractor Stan Lomelino of Virden, Ill., to help with the project. They split each bin into two lifts of 4 rings each, and put bracing inside each section to keep the rings from collapsing during the 9 mile transport. The men knew they'd have to have everything ready to go when the chopper arrived since it would cost \$3,000 per hour of flying time in addition to the \$10,000 charged just to get the helicopter on site.

Once Ladage had the 30-ft. dia. bins ready to go, he laid down four new foundations for the bins.

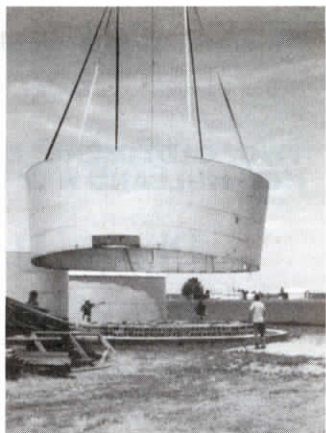
On the appointed day, the chopper arrived at 9 a.m. and all the bins were transported to the new site in just one half hour. The helicopter set each bottom set of four rings onto the foundation and set the top four rings, and roof, nearby. Ladage later used a ground crane to set them into place. Bin sections dangled from 150 ft. of cable, which was necessary to reduce motion caused by rotor backwash.

Ladage figures he completed the bin project for a total cost of \$1.40 per bushel, complete with a Stirator in each of the bins, which were originally constructed in the late 1970's. He figures similar new bins would have cost about \$2.50 per bushel.

Ladage would be willing to talk with anyone considering a similar project. Contact: FARM SHOW Followup, Delmar



Helicopter transported each bin in sections. Bracing inside the rings kept them from collapsing inside.



The helicopter set each bottom section of rings onto the foundation and set the top section nearby. A crane was later used to set them into place.

Ladage, Rt. 1, Box 49, Auburn, Ill. 62615 (ph 217 528-6555).

brackets made out of 3-in. reinforced angle iron to the front of the frame.

The auger's axle rests on the brackets and is held securely in place by the combine's feederhouse hinges which clamp around it.

Russell replaced the auger's original manual winch system with an electric system of his own design. It uses two winches - one in front, one in back - to raise and lower the auger.

The rear winch mounts in an 8-ft. high angle iron frame that's hinged on the bottom. The front winch mounts under the middle of the auger. Winches are controlled from a switch box on the driver's right side.

To operate the auger, Russell replaced the combine's original 6-volt electric system with a 12-volt system. The 12-volt system provides extra power for the electric motors on the winches, he notes.

For added convenience, Russell moved the combine's throttle and hand clutch to ground level on the left side so he can operate the auger from the ground.

Russell has about \$200 invested in the rig.

Contact: FARM SHOW Followup, Fergus Russell, Box 10, Skiff, Alberta, Canada T0K 2B0 (ph 403 867-2250).