Lano is shown driving his Oliver 66 and pulling a New Holland 77 baler, the first model the company built with a right side pickup and steel teeth instead of an apron.

His Rare Balers Are All Like New

By Lorn Manthey, Contributing Editor

Paul Lano's wife says that buying and restoring farm machinery is an illness. If that's true, Paul says he's been stricken with it since childhood.

"My father and two brothers started an implement business in 1946, so I've been around equipment from the time I was old enough to walk," says Lano. These days Lano Equipment is still a thriving business, and Paul is one of four brothers who run it in Norwood, Minnesota. He also owns 4 rare New Holland balers and over the years has bought, restored and sold several others.

Lano's New Holland self-propelled model 1281 was built in 1965. He says the company built just 430 of the 1281's over 3 years in response to expanding large hay operations in the West. They built 7 self-propelled models overall from 1956 to 1984. The model 166 made a 14-in. by 18-in. bale and the other 6 models made 16-in. by 18-in. bales.

"The larger bales were a little heavier to handle," Lano says, "so most self propelled balers pulled an accumulator that left groups of bales on the ground or they laid individual bales on the ground where they were picked up with an automatic bale wagon."

Lano's 1281 was originally sold in Beach, N. Dak., near the Montana border. He acquired it from his best friend's father-in-law. "The man had a huge collection of farm equipment and many great ideas for each item, but never seemed to have enough time to restore them," says Lano. "The 1281 sat in his barn for many years and he knew I wanted it. His son-in-law and I eventually purchased his property."

After getting the engine running, Lano baled some straw with the baler before getting it painted. "After that I took the drive belts off so I wasn't tempted to bale with it after fixing it up," he says. The list price for a new 1281 in 1965 was $7,235 and recently some restored self-propelled balers sold at auction for more than $20,000. Lano says an original 166 with two Wisconsin engines is a very collectable item.

Lano's 1281 has a 172 cu. in. Ford industrial engine that was also used in Ford tractors. It has many options used on current balers, including a super sweep pickup that raises and lowers hydraulically, an automatic bale tensioning system with top-mounted knotters, and a 1/4-turn bale chute used when the bales are picked up with a bale wagon. The full suspension seat is like those on Oliver tractors. Lano says "the platform is large enough so the driver can operate the foot controls and steering while sitting or standing. The 3-speed transmission is just right for field baling and road travel."

Another baler in his collection is a 1947 model 76 powered by a Wisconsin 4-cylinder gas engine. It has a belt conveyor on the left side. He also has a pto-driven 1951 model Super 77. That one he pulls behind his fully restored Oliver 66.

"The Wisconsin engines were very difficult to start after they'd been running for a while," Lano says, "so if you stopped baling for a lunch break, you'd better let the engine run or you may not get it started until it cooled down."

Lano says there's a simple reason early balers had knotters on the side. "In the 1930's, stationary hay packers were invented and a person had to sit on the side of the packer and tie the bale strings or wires by hand. In 1940, Ed Nolt invented the first automatic baler at the New Holland Machine Company. In 1941 they introduced the model 73. In 1943 they built 632 model 75's and 2,000 in 1944. Both of these are very rare because they were built during the war. The 76 came out in 1946 and 4,700 were made. These models had a wooden bench beside the knotters for someone to ride along in the field in case the knotters missed a tie."

In 1953 New Holland introduced the Super 77 and in 1956 the popular model 68 came along. It made a smaller 14-in. by 18-in. bale and the plunger did 70 strokes per minute. The knotters were moved to the top and the baler was much smaller and lighter. Lano says the 68 could keep up bale-for-bale with the larger 77. Over the years New Holland has made more than 65 models of square balers and a few years back celebrated building their 750,000th square baler.

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This New Holland self-propelled 1281 was built in 1965. "Only 430 of them were built over 3 years in response to expanding large hay operations in the West," says Lano.

Kramble makes several versions of electric work carts, including this 4 by 8-ft. barn cart. A 12-volt rear-drive motor provides variable speed forward and reverse.

Electric Work Carts Geared For Farm Use

The Motorized Electric Cart from Kramble Industries is truly multi-purpose. Customers keep finding new uses that the company never envisioned when building their first prototype.

"We got the idea when hauling our other products and materials to trade shows. We realized it would be a lot easier with a powered cart," says Al Reid, Kramble Industries.

It didn't take long for fellow exhibitors to want carts for themselves or for word of the cart to spread to other industries. It uses the same technology the company uses to help farmers move grain augers, dump grain and close chutes, as well as start and stop them all remotely.

Kramble makes several versions of their carts, with base prices ranging from $6,100 to $10,900. They vary from a 24 by 56-in. model that can slip through a man-sized door to the 4 by 8-ft. barn cart. Even the 24-in. version can carry a full ton with a capacity of 4,000 lbs. on the larger Barn Cart.

All carts are equipped with stainless steel drive chains and 66 ft.-lb. worm gear drives that do double duty as parking brakes. Rugged 16-in. tires handle most conditions, and the 12-volt DC rear drive motor provides variable speed forward and reverse. Carts come with LED power level indicators and water resistant smart chargers. Quick release pins put carts in manual mode.

"We replaced the twist-grip throttle with a handle with forward/reverse and throttle control," says Reid. "The handle also has a bump-control reverse. If the operator is in a tight area and the cart accidentally bumps him, it goes into reverse immediately. We don't want an operator being squeezed by a cart to panic and get hurt."

The simplicity of the cart and the common chassis design makes it easy to customize. "We've built them with cabinets for cleaning supplies, with toolboxes for mechanics and sold them to landscapers for plants and inputs," says Reid. "All of them are under 5 ft., so they fit into most pickup boxes for easy transport."

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William Davis built this pto power unit from a junked-out car and other parts. "It lets us power a silo blower without tying up a big tractor," he says.

"Made It Myself" Pto Power Unit

William Davis was looking for a way to power a silo blower without tying up a big tractor. He ended up building a 2-wheeled, pull-type power unit from a junked-out car and other parts. It's powered by a slant 6 engine from a Dodge car that drives a 540 rpm pto.

The unit rides on the axle and wheels off a 1-ton IH truck. A governor that's belt-driven off the fan maintains engine speed.

"We built it when we bought a bigger silage blower, and our Farmall M didn't have enough power to operate it at full capacity. It does a lot of heavy work and eliminated the need for another tractor," says Davis. "Another advantage is that I can control and operate the unit from ground level, instead of having to get on and off a tractor all the time."

The engine is coupled to the final drive off a Deere 4400 combine. "The final drive assembly reverses and drops the pto speed to 540 rpm's. It's offset to one side, which provides extra clearance for tractors and wagons to pull alongside," says Davis. "The engine and transmission came from a car that had been wrecked in a demolition derby. We usually run the transmission in high gear. We kept the car's instrument panel and hooked the speedometer up to the transmission, and find that running the engine at 100 mph translates to 540 rpm's on the pto shaft output."

Davis used 4-in. channel iron to build the power unit's frame. The gas tank was salvaged from an old MF self-propelled combine. He installed a lever on the foot-operated clutch that came with the car, converting it to a hand-operated clutch. A timer-controlled ignition allows the operator to run and then idle the engine for cool-down time before the engine automatically shuts off.

Davis sold the power unit a few years ago to a neighbor. "He still uses it on his silo blower, and also to operate a hammermill that grinds feed for his cattle," notes Davis.

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