

Former Milk Hauler Collects Dairy Signs

"I put signs up on the wall like other people put up wallpaper," says Richard Schwartz about his dairy producer farm sign collection. So far, he has 150 signs and has covered 40 ft. of interior wall space in his storage shed plus under a gable end of the building.

The Newton, Wis., resident hauled milk for 46 years, traveling a dozen different routes and delivering to six Eastern Wisconsin cheese plants. He picked up his first sign — a Golden Guernsey Dairy sign — in August 1987. The signs are the type found at the end of driveways with the farm's name as well as the name of the company, corporation or cooperative it sells to.

Schwartz notes that his collection has little monetary value. It's more about preserving a piece of dairy history. Schwartz has become an informal historian of local dairies and how they've merged, changed and

have gone out of business over the years. He's only paid up to \$20 - or a case of beer - for some signs, but most are given to him.

Some farmers want them for keepsakes, while others "can't get them out of the shed fast enough," Schwartz says. He's rescued some from a recycling center. One has holes where wheels were mounted to use the sign as a mechanic's creeper. One is scratched up from holding engine heads. Another was brand new, still wrapped in onionskin paper in the box it came in.

One farmer called Schwartz after seeing a photo of his sign in a local paper and wondered how he had gotten it. Turns out the farmer's name was spelled wrong - the cooperative gave Schwartz the incorrect version the farmer never saw.

The signs come in a variety of sizes and materials: metal, polyurethane, plywood, pressed board and aluminum. Schwartz uses



All kinds of dairy producer farm signs cover the walls in Schwartz's storage shed.

roofing tacks to secure them to furring strips on his shed walls.

Schwartz invites people interested in his collection or adding to it to contact him.

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"Made It Myself" Lathe Turns Wood Bowls

Bill Warnecke was fascinated by the art of wood bowl making - but not enough to spend thousands of dollars for a lathe. So he decided to make his own.

"I saw a similar setup a long time ago in a Woodworker magazine and decided I should try to make one. I bought some bearings, did a little welding, and I've been playing with it ever since," Warnecke says.

The main component is a flywheel off an old Datsun, which he uses as a weighted pulley. He secures the wood with wood screws from the back of a faceplate, which has a welded nut to mount to the shaft. He purchased a used 2 hp, 2-speed motor for the lathe.

Though variable speed would be nicer, Warnecke has managed to turn out dozens of beautiful bowls over the years. He uses old pipes for a steady rest for supporting his homemade tool holders. One holder has a pistol grip and accepts different carbide bits

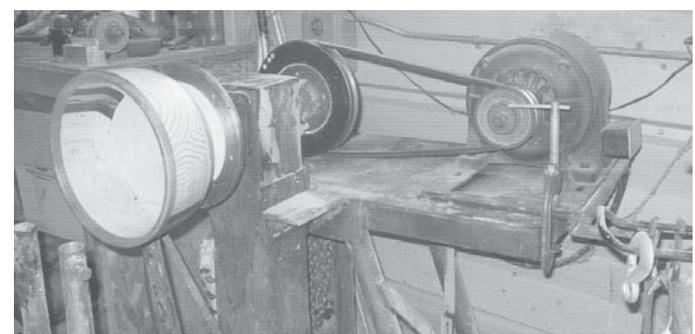


One of the beautiful laminated wood bowls made by Bill Warnecke.

that he purchased at a machine shop.

Warnecke shapes the outside of the bowl first, then moves the steady rest pipe to the front and removes the interior wood.

His specialty is laminated bowls - often using scraps picked up at construction sites.



Warnecke made his own lathe. One of its main components is a flywheel off an old Datsun, which serves as a weighted pulley.

Warnecke says he also likes to use exotic woods, such as bloodwood, to add color to his bowls. He recently started using a smaller lathe to create pepper grinders.

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Amazing IH Truck Collection

Many of the International Harvester trucks Bill Skinner collected are the same models that he and his father drove in their trucking business, Skinner Transfer. When Bill died in 1994, he left behind a legacy of several dozen vintage Internationals, including all the models in the K and KB series.

IH introduced the K model in the mid 1940's, building 42 models, 142 different wheelbase lengths and load ratings ranging from 1/2 ton to 90,000 lbs. A unique feature of the design was headlamps built into the truck's fenders.

When civilian production resumed after WWII, the KB series was introduced in 1947, featuring a widened lower grill that gave the trucks a "wings" appearance. Between 1947 and 1949 122,000 KB-1 and KB-2 trucks were sold.

Bill drove for his father, Earl Skinner's trucking company, out of Reedsburg, Wis., explains Evelyn, Bill's wife who is now president of the company. The company started in 1932 and has grown into a fourth generation nationwide for-hire carrier with a full fleet of all types of trucks.

"For many years our company was 99 percent IH," Evelyn says. "IH's trucks were the tough workhorse of the trucking industry. Mechanics liked to work on them because they could fix things without taking everything apart."

Bill had a passion for trucking, for trucks and for collecting and restoring them — helping to work on them after hours with mechanics and friends.

"He loved going throughout the nation, and he really did find some rare pieces," Evelyn says. In 10 years, he collected everything from pickups to a 1949 KB-3 Metro Jitney bus to fire trucks and semis.

Evelyn enjoyed the stories Bill would tell, such as buying an old truck from a hermit in the boonies of Montana. The collection holds sentimental value, plus pride in her husband's passion and accomplishments in the trucking industry. "I'm so happy that he got to do this," she says.

Contact: FARM SHOW Followup, Skinner Transfer, P.O. Box 438, Reedsburg, Wis. 53959 (ph 800 356-9350; www.skinner-transfer.com).



1948 KB-8 fire truck



1949 KB-3 Metro Jitney bus



K-1



Emeryville COE tractor with tag axle



KB-8

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