

Carved Skulls A New Kind Of Art

Old bison skulls serve as a canvas for artist Kathleen Jenson, who carves flowers and nature scenes into them with a Dremel tool, and washes some of them with color.

"My dad had some old bison skulls, and I wanted to do something different," Jenson explains.

She practiced carving on the forehead area of a broken skull and created roses after sketching a general design. She learned how to work with the heavy webbed area of the forehead to get depth and detail in her designs.

"You have to work with the bone to bring the design out. The carving changes depending on the age, how deteriorated it is, and if it's a bull or cow," she says.

Women have been her best customers at art expos, and she's had a few people request custom work. Her first skull with a name/logo

on it, became part of a music video by the band Moccasin Creek ("What She's Got").

"I have done wolves and my dad is pushing for more masculine designs. I can do anything," Jenson says. Many of her designs reflect native culture.

She is fortunate to have the old skulls her dad saved, as they are expensive to purchase.

Jenson sells her pieces for \$800 to \$1,200 depending on the skulls' quality and if they have the black horn caps.

"I've also started working with deer skulls. And I started making pendants out of some of the spare horn caps," she adds.

Her work can be seen on Facebook (Show Your Soul Arts).

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Kathleen Jenson uses a Dremel tool to carve flowers and nature scenes into old bison skulls, washing some of them with color.



"The first car I made looks a little like a Model T Ford that two young kids can sit in," says Garry Anderson.

Electric Cars Made From Adult Scooters

Garry Anderson has figured out how to turn old mobility scooters into mini electric vehicles using the rear axle, motor and controls. His grandchildren love the little cars, and with a speed control, kids as young as 4 can drive them.

"The first one I made looks a little like a Model T Ford that two young kids can sit in," Anderson says. "The second one is a half-size Army jeep."

Anderson built the bodies and frames from scratch. He welded a steel frame with sheet metal and wood used for the body. He had a local shop bend some of the metal pieces, particularly the curved hood for the Jeep.

Anderson designed them both so he can drive them by folding seats down or sitting on the back, but they're really meant for kids.

"Both machines have a dial that lets parents adjust the speed for young children, so they can walk beside them. Older children can go

full speed, about 8 mph," Anderson says.

With the mobility scooter's electric motor, the vehicles are almost silent and they'll run all day long. They get a good workout when he takes them to local events, parades or lets his grandkids drive them to pull wagons around their home towns.

"The jeep looks exactly like an Army jeep and is built to half scale. The little car - about 40 percent scale - has working headlights on the fenders and looks like a car from the 1920's. They steer just like a car," he says.

With the adult scooter axles they are strong enough to hold adults, and Anderson and his wife occasionally ride together in the half-size jeep.

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Anderson's grandchildren love riding in his little electric cars made from old mobility scooters. Photo shows his half-size Army jeep.



Bill Stockman grew up in the custom-baling business, and this fall he's selling more than 30 classic balers at an auction on his Iowa farm. Photo shows an old gas engine-powered model.

Antique Baler Collection Up For Sale

Known as "The Hay Man", Bill Stockman has been custom-baling for most of his 70 years. This fall he has decided to sell more than 30 classic balers at an auction on his farm near Oxford, Iowa.

"I baled with the old-style New Holland hammerheads until about 1982 when I went to the new horizontal plungers," says Stockman.

Like other early New Holland balers, and most balers made for the next 20 years, the 77 was a hammerhead design. It had vertical plungers instead of horizontal ones and was developed by a Pennsylvania man who sold the design to New Holland. New Holland made 11 hammerhead models starting in 1941 and became the go-to company for hay balers. However, by the 1980's, even New Holland had shifted to the horizontal design.

"Parts were getting hard to find for the hammerheads, and I realized they would soon be extinct," says Stockman. "I started collecting them fast and furious."

Stockman started with New Hollands, the brand he preferred and a family favorite. "I was born in 1946, and my dad bought a New Holland 77 new in 1949," says Stockman. "He did custom baling and charged a nickel a bale. I grew up in that business."

Eventually Stockman picked up all but the very first New Holland hammerhead baler, including the 77. "The 77 was a classic," he says. "They made the same model for 6 or 7 years."

His most unusual New Holland hammerhead is the SP (self-propelled) 166. "They made 300 of them in 1956, sold only 200, and then recalled all of them," he says. "It was ahead of its time."

He also collected hammerheads made by Minneapolis Moline, Massey Harris and Oliver. John Deere and McCormick made some balers that were kind of unusual, so he added them to his collection, too.

Some of Stockman's balers were very hard to find. The 3-wire New Holland 98 was one



Other models that Stockman owns include a Minneapolis Moline baler and tractor (above) and a New Holland self-propelled model.



of only 640 made in 1957. He found one in Canada. He went to Oregon to pick up his Minneapolis Moline baler.

In addition to balers, which are in good shape, and ready to go to the field, Stockman is auctioning off "project" balers to be restored, manuals, engines, and even parts he has made.

"I've had to make a lot of the parts I needed for these old balers," says Stockman. "I hope people latch onto the extra parts at the auction. Like the balers, they're hard to find."

The auction is scheduled for September 22nd.

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