sidewalks and garage ramp. If you get to it while it's still dry and powdery, the blower will clean it down to the bare concrete. I also use it to clean out my off-road vehicles. Simply open the doors and blow all the dirt and debris out. It also works great for cleaning the garage floor, even better than a vacuum cleaner. I also go up on the roof and blow debris out of the gutters with it."

Keith Fisher, New Palestine, Ind.: "I disassembled a rusted air compressor and refurbished it into a welding helmet bay. It keeps the helmet clean and free of bird contributions in the barn."

Steve Ragan, Eustace, Texas: "This is the easiest but most useful modification I've ever put on a tractor. I always drink something when working with my tractor and never have a place to put my cup. A 3-in. flexible PVC coupler solves the problem. One screw holds it to my loader frame. It holds just about any size cup and absorbs some of the vibration. You also end up with two good hose clamps left over."

Warren Hartl, Yoakum, Texas: "It was hard to change the blades on my zero-turn mower or clean under the deck. I welded a trailer jack to the front. Now I can jack it up to 30 in. off the ground to clean or work. It pins sideways when not in use."

Kylidge McNally, Bethune, Sask.: "In a pinch, fabric handle straps from net wrap rolls can be used as a strap wrench for a spin on oil filter."

Mike Connors, N.H.: "Put a large pizza box on your drill press table. It'll contain almost all the swarf, so there's less mess to clean up. If you have a vise, just bolt through the box. A new box comes with every pizza!"

Keith Peterson, Moorland, Iowa: "My car trailer jack was so slow turning by hand. So, I welded another rod on it and use my cordless drill to crank it up and down."

Fritz Groszkruger, Dumont, Iowa: "The hydraulic coupler leaked on a Deere 5105M. The two cams and lever that pulled it tight had worn and cost $500 to replace. I welded to build them up, and it was tight. After another $250 for cartridges, I bought $16 worth of fittings. It's not quick, but it doesn't leak.

"The two halves of the loader control handle on 5105M cost $876 to replace. I'm trying to repair it with JB Weld. I imagine these parts prices are to subsidize their electric tractors. The world has gone nuts."

Bill Ridgway, Salem, Ind.: "We have a lot of trees, which leads to many limbs to pick up. To make it easier for an 80-year-old, I pull a small 2-wheeled trailer and just set the limbs on it. A few pop rivets and some PVC pipe were all it took to make this handy pick-up tool."

Danny Morres, Springfield, Ill.: "I had a 1977 F-150 with a topper that collected snow, snow melt, and ice. Sunlight rarely melted it, and ice dams formed. It broke the aluminum base of the topper.

"My 2013 F-150 4x4 full-size pickup has a small gap between the truck's cab and the front of the topper. To avoid ice dams, I wedge a 2-in. pool noodle (cut in half and trimmed to fit) between the cab and the fiberglass topper. I remove it before driving—slips right out."

Homemade Implement Mover Works In Tight Spaces

When Brent Uffelman needed to move his small farm equipment and trailers in and out of his sheds, he created a small device he could use with his propane-powered forklift to simplify the task.

As his forklift started more easily in the cold Nebraska winters than his diesel tractor, it seemed the obvious choice for the job.

With his son, Conner, he used scrap metal from his yard to build 3 by 5-in, 1/4-in. thick rectangular tubing frames to slide over his forklift's tines. To secure the frame, he welded short, hooked chains onto the rear to latch into D-rings welded to the forklift mast.

Each end features an upright hooked support to engage the outer pins on 3-pt. hitch tools and equipment. He installed a quick hitch and turnbuckle on the front to reach the necessary height to move small implements like shredders and blades. He installed a square tubing sleeve at the center front for a reversible 2-in. receiver hitch, which can be used with a 2 or 2 5/16-in. ball or spade hitch.

"I just pull a pin and slide in the hitch I want to hook up to," Uffelman says. "With the good visibility, I can drive right up to something, hook up, lock the implement on the quick hitch, and drive away. The forklift does all the heavy lifting without requiring any dollies."

He says his mover can also be used on tractor-mounted front-end loaders or skid steers, if necessary, but he likes the convenience of his forklift as he can quickly get on or off for adjustments.

"I just pull a pin and slide in the hitch I want to hook up to," Uffelman says. "With the good visibility, I can drive right up to something, hook up, lock the implement on the quick hitch, and drive away."

"It's more user-friendly and maneuverable for fitting my equipment into tight spaces in my storage sheds," he says.

Uffelman paid about $200 for the quick hitch and around $115 for the steel.

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Shop-Built Rolling Anvil Rail Table

Jerome Behm had the perfect anvil for popping rivets in and out of a sickle bar. To make the long anvil, he mounted a 10 ft. length of railroad rail topside down on stationary legs. A second set of legs with caster wheels is lowered to raise the anvil/rail table for moving about the shop.

"I made it back when sickle bars still used rivets to fasten the blades to the bar," says Behm. "Sickle bolts replaced rivets, so I don't use the table for that anymore, but it's still handy as a mobile anvil. I can easily roll it around on the shop's concrete floor."

The stationary legs are 3-in. steel round stock cut at 30-degree angles welded to 6-in. sq. plates for bases. Matching plates welded to the tops of the legs are bolted together below and through the rail, sandwiching it between them.

Making the unit mobile required mounting a second set of legs with casters between the stationary legs and connected to them and the rail.

A winch and cables running through a system of pulleys force the legs on casters down while lifting the rail table up. The winch is mounted just inside the pairs of legs at one end of the rail. Its cable connects through a ferrule and eyelet to a pair of lift cables at the far set of legs.

At each end of the rail, short (about 10-in.) lengths of round stock connect both sets of stationary legs to square frames that house the castor wheel legs. The frames stabilize the caster wheel legs while allowing them to move up and down. Square tubing mounted to the top of each set of caster wheel legs forms an upside-down T over the legs.

The Ts vertical leg connects to the rail with a piston that accommodates the leg's movement. A tab to one side of the vertical leg anchors an eyelet for the cable system. A spring mounted between the stabilizing frame and a tab on the other side raises the legs when the winch is not in use. A second vertical post extends from the stationary leg frame to the underside of the rail. A brace extends at a 45-degree angle from it to the rail.

When Behm turns the winch handle and the cable tightens, the caster legs lower, and the rail framework rises.

One lift cable at the far set of legs travels through a pulley in the vertical post brace to a second pulley above it. From there, it travels back under the rail to a pulley at the matching vertical post brace on the near set of legs. It then travels down to the stabilizing frame on those legs.

The second cable also travels through a pulley on the post brace and down to a pulley on the stabilizing frame of the far set of legs.

In both cases, the cables travel up to the eyelets near the top of the upside-down T connected to the caster wheel legs.

When Behm turns the winch handle and the cable tightens, the caster legs lower, and the rail framework rises.

Once the anvil/rail table has been moved to the desired spot, Behm reverses the process.

Getting the spacing and placement of cables and pulleys correct took Behm several years. "I've always liked fabrication and metalwork," he says. "While no longer needed for sickle bar work, it's solid and heavy, still useful for shop work."

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