

# ELECTRIEIFIED

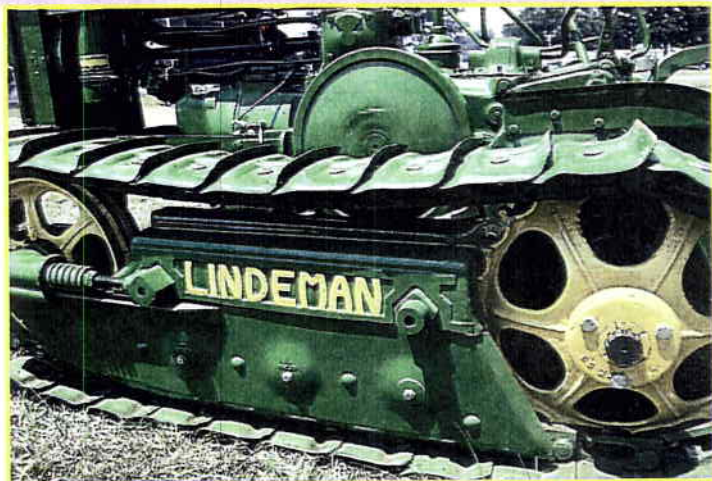
## 1946 John Deere Lindeman Crawler

Ray Hoffman's interview with Bill Pride

I RAN A GENERAL REPAIR GARAGE FOR 25 YEARS, and my first restoration project was a 1946 John Deere B, which I restored top to bottom. That tractor gave me the "bug," I guess. My next restoration was not Green-and-Yellow. I found an International Harvester T-6 crawler, which whet my appetite to do a second crawler.

Crawlers are cute little machines, and you do not see them everyday. You need to keep your eyes open, though, when you go shopping for a crawler. Restoring one can run into some serious money should the track and undercarriage be in bad shape.

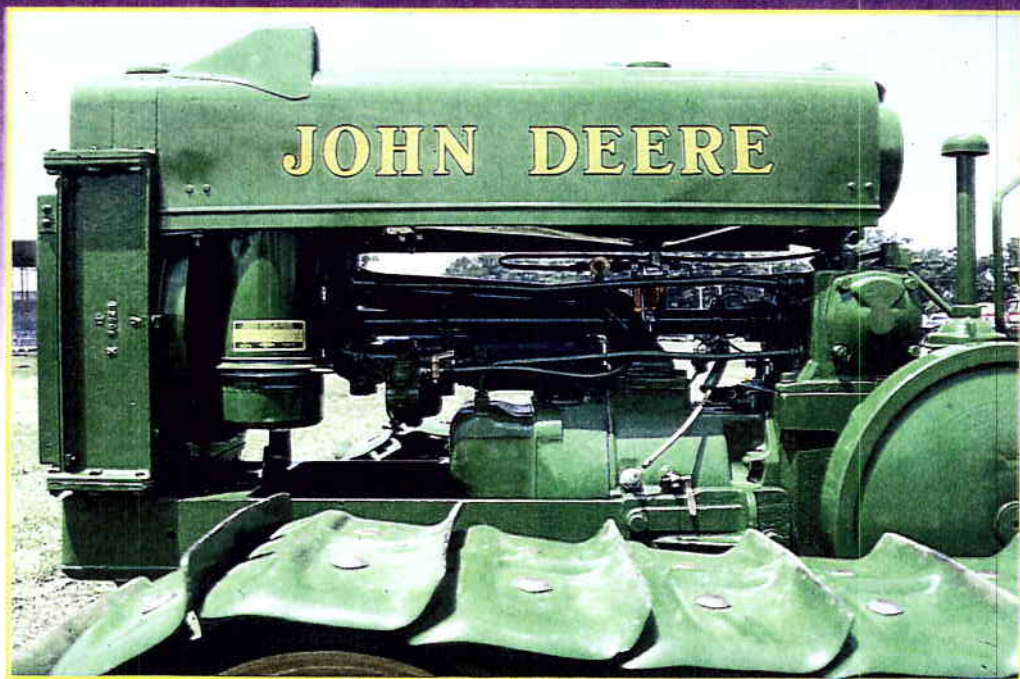
After seeing pictures of a John Deere Lindeman crawler, I learned a little about the model's history. From 1943 to 1947, the Lindeman brothers bought John Deere BO tractors and had them shipped to their hometown of Yakima,



The pads, pins and fenders were replaced during the Lindeman's restoration.



Bill Pride and his John Deere Lindeman crawler



*You need to keep your eyes open when you go shopping for a crawler. Restoring one can run into some serious money.*

The John Deere BO provided the basics, which Jess, Harry, and Ross Lindeman used to build their Lindeman crawler tractors.

Washington. The brothers changed the BOs into little crawlers that were popular in West Coast orchards. The gearing was left as it was, with two speeds forward in high and low range. Reverse had a lockout, so only low reverse was available.

Before too many years passed, Deere and Co. figured it should be building the crawler model and bought the design in 1947 from the Lindeman company. John Deere kept production in Washington until 1954, when it moved the crawler line to Dubuque, Iowa, and closed the Yakima factory.

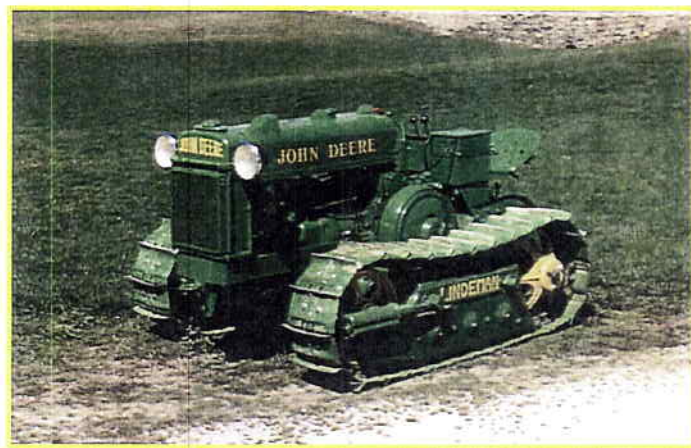
I decided a Lindeman would be a nice tractor to have in my collection and began looking for one. In 1994, I was able to buy this crawler (serial number 336192) from Kenny Smith. He gave me the price, and the next day I was at his house with my trailer before he was up for breakfast.

I showed the Lindeman as it was for a year or two, and during that time, I discovered these cute little crawlers could be dangerous when you are loading or unloading them. Loading the tractor with metal pads on a metal ramp—even if it is dry—can be suicide. A track can slip off a steel ramp before you even realize it has happened. Wood planking is best to run the crawler up and down.

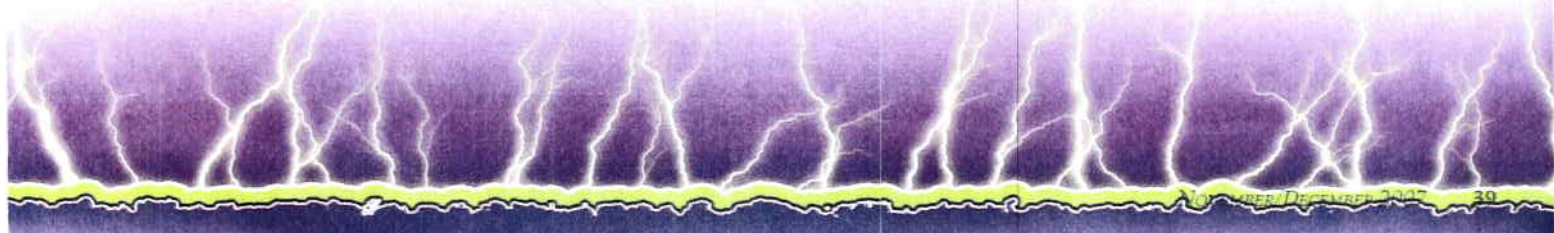
The tractor took about three years to restore. The engine required very little repair, but I replaced all of the pads, pins, and fenders, the radiator core, the hood, and some other parts. I put in all new seals and bearings in the final drive and replaced the footplates and footrest castings.



The shutters double as a radiator guard.



With the headlights installed once again, the crawler looks different.





This view over the top (above) shows the crawler before Bill added the headlights. The location of the headlights, battery box and additional gauges.



The hood came from Tired Iron in Bristol, Indiana. A replacement track cover and the fenders came from K&K Paris Co., Inc. The muffler is the same type used on a BO. There is no grille guard, just the shutters up front, which I located at the Portland, Indiana, swap meet. My friend Kevin did the painting, using John Deere Classic Green with a little hardener mixed in. Another friend put the decals on for me.

The first showing for the Lindeman was the Marion County Steam and Gas Engine Show in Ohio. While I was there, the *Antique Power* representative saw the crawler and asked to do a feature on it. I was pleased to be asked.

Later, I heard that Ted Adams in Yakima, who has the Lindeman archives, was putting together a list of existing Lindeman crawlers. I sent him my crawler's serial number, and he sent me a nice certificate showing the date my crawler was built. At the bottom of it was a very interesting note. He said mine was one of 193 built with an electric starter and lights.

Through the years they had been removed, but after some looking, I could see evidence that he was right.

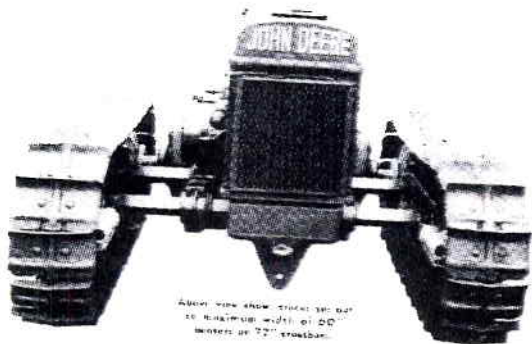
With this knowledge, I began searching for electric starting parts. They only fit the BO tractors and were hard to find. I finally found everything I needed, except for the dash. Lindeman made the originals from sheet metal because the BO dash was cast on the post that carried the steering shaft.

Dwayne Ridenour, who has a John Deere BR crawler with an electric start, was kind enough to send me pictures of his crawler, and then he made me a dash identical to the one on his tractor. After getting the dash, I started changing parts to put my Lindeman back to original. It sure changes the tractor's looks when you put seven-inch headlights on the front.

My next project is another John Deere—this time a BO. I enjoy talking old tractors. My address is 3851 Richland Road, Marion, Ohio 43302; my phone number is 740-389-3124. 🍷



**Mine was one of 193 built with an electric starter and lights.**



### SPECIFICATIONS

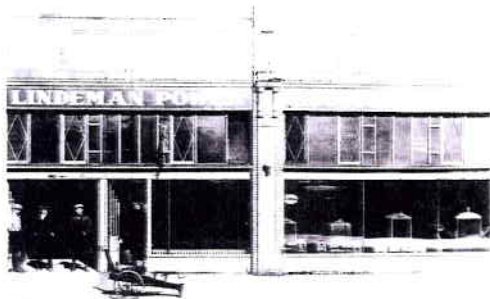
#### Lindeman-John Deere "80" Crawler Tractor

Track Pitch (inches)	26.34"	Track Link Capacity	4000 lbs.
Belt Drive System	18.25"	Combustion Tank Capacity	40 gal.
Drive Shaft PNE		Water Capacity	40 gal.
Engine	2850 cc.	Chassis	1000 lbs.
2850 cc.	2000 lbs.	Transmission	1000 lbs.
2850 cc.	1400 lbs.	Clutch	1000 lbs.
2850 cc.	1400 lbs.	Final Drive	1000 lbs.
Speed in M. P. H. at Engine Speed of 1100 R. P. M. --		Track	
1st Gear	1.50	1st Gear	1.50
2nd Gear	2.67	2nd Gear	2.67
3rd Gear	4.00	3rd Gear	4.00
4th Gear	1.50	4th Gear	1.50
5th Gear	1.50	5th Gear	1.50
6th Gear	1.50	6th Gear	1.50
7th Gear	1.50	7th Gear	1.50
8th Gear	1.50	8th Gear	1.50
9th Gear	1.50	9th Gear	1.50
10th Gear	1.50	10th Gear	1.50
11th Gear	1.50	11th Gear	1.50
12th Gear	1.50	12th Gear	1.50
13th Gear	1.50	13th Gear	1.50
14th Gear	1.50	14th Gear	1.50
15th Gear	1.50	15th Gear	1.50
16th Gear	1.50	16th Gear	1.50
17th Gear	1.50	17th Gear	1.50
18th Gear	1.50	18th Gear	1.50
19th Gear	1.50	19th Gear	1.50
20th Gear	1.50	20th Gear	1.50
21st Gear	1.50	21st Gear	1.50
22nd Gear	1.50	22nd Gear	1.50
23rd Gear	1.50	23rd Gear	1.50
24th Gear	1.50	24th Gear	1.50
25th Gear	1.50	25th Gear	1.50
26th Gear	1.50	26th Gear	1.50
27th Gear	1.50	27th Gear	1.50
28th Gear	1.50	28th Gear	1.50
29th Gear	1.50	29th Gear	1.50
30th Gear	1.50	30th Gear	1.50
31st Gear	1.50	31st Gear	1.50
32nd Gear	1.50	32nd Gear	1.50
33rd Gear	1.50	33rd Gear	1.50
34th Gear	1.50	34th Gear	1.50
35th Gear	1.50	35th Gear	1.50
36th Gear	1.50	36th Gear	1.50
37th Gear	1.50	37th Gear	1.50
38th Gear	1.50	38th Gear	1.50
39th Gear	1.50	39th Gear	1.50
40th Gear	1.50	40th Gear	1.50
41st Gear	1.50	41st Gear	1.50
42nd Gear	1.50	42nd Gear	1.50
43rd Gear	1.50	43rd Gear	1.50
44th Gear	1.50	44th Gear	1.50
45th Gear	1.50	45th Gear	1.50
46th Gear	1.50	46th Gear	1.50
47th Gear	1.50	47th Gear	1.50
48th Gear	1.50	48th Gear	1.50
49th Gear	1.50	49th Gear	1.50
50th Gear	1.50	50th Gear	1.50
51st Gear	1.50	51st Gear	1.50
52nd Gear	1.50	52nd Gear	1.50
53rd Gear	1.50	53rd Gear	1.50
54th Gear	1.50	54th Gear	1.50
55th Gear	1.50	55th Gear	1.50
56th Gear	1.50	56th Gear	1.50
57th Gear	1.50	57th Gear	1.50
58th Gear	1.50	58th Gear	1.50
59th Gear	1.50	59th Gear	1.50
60th Gear	1.50	60th Gear	1.50
61st Gear	1.50	61st Gear	1.50
62nd Gear	1.50	62nd Gear	1.50
63rd Gear	1.50	63rd Gear	1.50
64th Gear	1.50	64th Gear	1.50
65th Gear	1.50	65th Gear	1.50
66th Gear	1.50	66th Gear	1.50
67th Gear	1.50	67th Gear	1.50
68th Gear	1.50	68th Gear	1.50
69th Gear	1.50	69th Gear	1.50
70th Gear	1.50	70th Gear	1.50
71st Gear	1.50	71st Gear	1.50
72nd Gear	1.50	72nd Gear	1.50
73rd Gear	1.50	73rd Gear	1.50
74th Gear	1.50	74th Gear	1.50
75th Gear	1.50	75th Gear	1.50
76th Gear	1.50	76th Gear	1.50
77th Gear	1.50	77th Gear	1.50
78th Gear	1.50	78th Gear	1.50
79th Gear	1.50	79th Gear	1.50
80th Gear	1.50	80th Gear	1.50
81st Gear	1.50	81st Gear	1.50
82nd Gear	1.50	82nd Gear	1.50
83rd Gear	1.50	83rd Gear	1.50
84th Gear	1.50	84th Gear	1.50
85th Gear	1.50	85th Gear	1.50
86th Gear	1.50	86th Gear	1.50
87th Gear	1.50	87th Gear	1.50
88th Gear	1.50	88th Gear	1.50
89th Gear	1.50	89th Gear	1.50
90th Gear	1.50	90th Gear	1.50
91st Gear	1.50	91st Gear	1.50
92nd Gear	1.50	92nd Gear	1.50
93rd Gear	1.50	93rd Gear	1.50
94th Gear	1.50	94th Gear	1.50
95th Gear	1.50	95th Gear	1.50
96th Gear	1.50	96th Gear	1.50
97th Gear	1.50	97th Gear	1.50
98th Gear	1.50	98th Gear	1.50
99th Gear	1.50	99th Gear	1.50
100th Gear	1.50	100th Gear	1.50

*Lindeman Manufacturing, Inc.*

YAKIMA, WASHINGTON

## THE LINDEMAN COMPANY



The Lindeman brothers were born in Cass County, Iowa. In the fall of 1918, Jesse Lindeman joined the Air Service Division of the U.S. Army. Upon his discharge, he moved to Yakima, Washington, where he and a brother purchased an implement and parts business, forming Lindeman Power Equipment Co. They sold Cletrac crawlers, Mack trucks, Holt crawlers, and a line of orchard spray equipment.

Another brother joined the business after the company moved into a new plant to manufacture tractors and implements. The company eventually had more than 400 employees. Along with the Lindeman crawler, the brothers built equipment for the U.S. Navy in World War II. In 1947, the Lindeman crawler design was sold to John Deere, although the new owners kept the Yakima division in operation until 1954, when it was moved to Dubuque, Iowa. The Lindemans' plant, which then operated as the Northwest Equipment Co., continued making rotary tillers and special equipment for orchard farmers.

At the time of Jesse Lindeman's passing in 1992, the company still existed and built three-point hitches and pto units for crawler tractors, but it is apparently not in business today.