

# Green Magazine

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## WHAT'S NEW—AND OLD?

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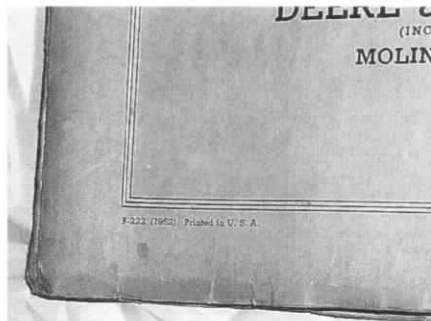
# Parts Transfer List provides info from Deere's past



Picture 1

The topic for this month's article surfaced quite by accident. Sometimes I know far ahead what I want to write about, but other times I am desperately searching my files and wracking my brain for inspiration on a subject for an article. This time I was glancing through a copy of the John Deere Parts Transfer List No. 1-TR which is similar to one we covered in an earlier article. Picture 1 shows the Parts Transfer List.

A quick tip about most of John Deere's literature. Deere usually printed a date somewhere on the literature. The normal place to find a date for sales pamphlets is on the back in the lower corner in small type. Parts catalogs usually printed the date right on the front pages in bold lettering. Other pieces reference only obscure coded dates but usually a collector can confidently date a piece if he searches the front and the back covers for codes. One exception I can think of is a piece of 20 series tractor literature where Deere printed the date inside the back cover as it must have been felt that the date would interfere with the beautiful artwork on the back cover. That one threw me for a bit!



Picture 2

Picture 2 shows the date as it is printed on the Parts Transfer List. Shown is F-222 (1952), the date being clearly printed inside the parentheses. Normally only "52" would have been shown.

In the earlier article, I had discussed how John Deere would at times transfer parts or groups of part numbers from one factory to another. This basically resulted in transferring the responsibility for these part numbers from one factory line to another. This explains why some vintage part numbers end in two letters instead of the normal one letter. We had discussed, for example, how if a part was originally designed and manufactured by

the Plow Works, then its part number would end in "A," with "A" being the Deere designation for the Plow Works factory. If Deere transferred this part from the Plow Works to the Des Moines Works, then the part number would be changed from ending in only an "A" to ending in "AN" to reflect both the Plow Works and Des Moines Works factory codes. Some parts were even transferred back to where they originated and the part number changed once again!

This Parts Transfer List is organized in sections showing groups of parts that were transferred from one factory to another and so on until all have been listed. What caught my eye and led to this article was the very last page of this list. Page 99 lists "Parts Transferred from John Deere Yakima Works." Most collectors will instantly recognize the Yakima Works as being the factory that Deere purchased from Jesse Lindeman. Out of this factory and the mind of Jesse Lindeman came many of Deere's early experiments with crawler type tractors. Lindeman converted a few model "D" tractors to crawlers for Deere but they were not

successful and were scrapped. (Imagine if one were found to have escaped this fate!)

Next up were 25 or so model "GPO" crawlers. Although these did better, they were still not what Deere was looking for. Some of these have survived to this day and their escalating value attests to their rarity.

Finally, Deere contracted with Lindeman to convert some of its model "BO" tractors to crawlers. Deere shipped model "BO" tractor chassis to the Lindeman factory where the necessary crawler parts were installed and the finished model "BO" Lindeman crawler rolled out the factory doors. The "BO" Lindeman crawler was a hit and was manufactured in far greater numbers, although fewer than 2,000 were eventually produced. Many of these have survived to this day although if you factor an estimated 400 to 600 surviving "BO" Lindemans into literally thousands of collectors, you can quickly see that not every collector will get the chance to own one of these great little tractors and prices are continuing to rise.

Deere was satisfied enough with the "BO" Lindeman's performance that the company eventually purchased the Lindeman factory and renamed it the Yakima Works since it was located in Yakima, Washington. Many of the Lindeman crawler design features were incorporated into the brand new model "MC" crawler. In fact, many early "MC" part numbers were Lindeman part numbers!

Since these tractors started off as a hybrid John Deere tractor, their part numbers were a bit different than other numbers being used on tractors. Part number prefixes were "ATE" and "TE," which identified parts with these numbers as being Lindeman in origin. Deere adopted these part numbers after they purchased the factory and these distinctive part numbers are what caught my eye while thumbing through this Parts Transfer List. Since a definite date, 1952, is listed, we know for certain when the listed parts were transferred into the Dubuque factory line. Another clue comes from the index in the front of the book where can be read "Track,

for BO Tractor" transferred from "Yakima" to "Dubuque." This is fascinating to me and I hope of at least mild interest to one or two of you readers (or more). Fifty-one years ago, Deere was actively involved in sourcing and supplying parts for these odd little crawlers. That's half a century ago!

This type of information tends to put collecting and its variations in perspective to me. We are all of us truly involved in preserving a vital part of our nation's agricultural heritage for future generations. At times it seems like it's only chasing after new purchases and getting one finally finished and out the door, but the years where you could just go out and buy an old John Deere are rapidly coming to an end. Future collectors simply will have far fewer opportunities to purchase tractors in this fashion. Most will be bought and sold from collections or dispersals of collections. Every tractor saved and restored today will be a chance to teach upcoming generations what farming used to be like and how modern agriculture has evolved.

Anyway, the following list shows the parts Deere transferred from the Yakima Works to the Dubuque factory. Dubuque, of course, eventually became home to Deere's line of industrial equipment.

5787TY-Track lock pin snap ring  
5796YT

9027YT-Track bolt locking nut  
9042YT • 12658YT

#### -ATE-

ATE1028YT-Track link repair assembly, old style  
ATE1035YT-Track repair assembly, less shoes (this was the entire track!)  
ATE1044YT-Track roller assembly  
ATE2039YT • ATE2040YT  
ATE2041YT  
ATE2078YT-Track frame, right  
ATE2079YT-Track frame, left  
ATE2211YT • ATE2213YT  
ATE2229YT-Front idler assembly  
ATE2237YT • ATE2261YT  
ATE2267YT • ATE2289YT  
ATE2290YT • ATE2293YT  
ATE2294YT  
ATE2295YT-Track frame cover  
ATE2443YT

-F-  
F125YT

#### -TE-

TE20YT-Front idler assembly (was replaced by ATE2229YT above)  
TE22YT-Track frame strap  
TE23YT-Track frame spacer  
TE24YT-Track shoe bolt, square neck  
TE25YT • TE28YT  
TE29YT-Track link, plain, left hand, old style  
TE30YT  
TE31YT-Track link, locking, left hand, old style  
TE35YT-Track link pin  
TE38YT-Track link bushing  
TE39YT-Shoe, 10", old style  
TE40YT  
TE41YT-Shoe, 14", old style  
TE42YT  
TE44YT-Track roller assembly  
TE45YT  
TE46YT-Track roller sleeve  
TE77YT • TE78YT  
TE79YT • TE201YT  
TE203YT-Bushing • TE207YT  
TE208YT-Support  
TE209YT • TE211YT  
TE213YT • TE215YT  
TE217YT-Nut • TE219YT  
TE221YT-Bracket • TE222YT  
TE223YT-Shaft  
TE225YT-Chain sprocket  
TE229YT • TE233YT  
TE235YT  
TE237YT-Crossbar  
TE239YT • TE241YT  
TE259YT-Plate  
TE261YT • TE263YT  
TE265YT-Plate  
TE267YT • TE269YT  
TE273YT  
TE277YT-Stop • TE279YT  
TE281YT-Brace  
TE282YT • TE283YT  
TE289YT • TE290YT  
TE291YT • TE293YT  
TE294YT  
TE295YT-Cover • TE297YT  
TE433YT-Track pin, locking  
TE436YT-Drawbar pivot pin  
TE445YT • TE478YT  
TE479YT • TE578YT • TE579YT  
TE744YT-Front idler tension spring  
TE745YT-Track roller shaft  
TE797YT

Listed after some of the part numbers are their descriptions so today we can get a feel for what type of parts were involved in the transfer. Most parts are indeed related to the tracks of the "BO" Lindeman crawler. This makes perfect sense to have transferred all of the track related parts to the Dubuque factory as tracks are basically industrial parts and are today sourced from Dubuque. I, of course, instantly wished I could have one more shot at ordering one or two new track assemblies. Anyone who has EVER restored a crawler knows what I mean

and how much work and money a crawler restoration can involve. The tracks can run into unbelievable amounts of money to restore to like new condition. A pair of new tracks would be a great addition to a restoration. One of my prize "hidden" parts I have secreted away is a set of brand new Lindeman crawler track shoes. If I ever decide to sell them, I already have a waiting list! As my "BO" Lindeman now sports rubber pads, I most likely will not end up using the original steel shoes.

So here again we have had a lot of

fun looking at one small part of one book. It's amazing how much information can be pulled from vintage manuals like this. Although most of these parts are obsolete, it's still worth taking a look at what was going on when these parts were actually in production. Until next time!

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