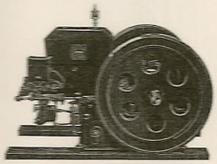
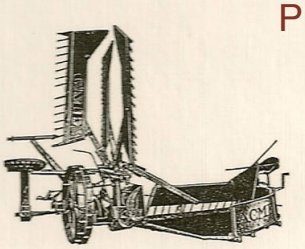
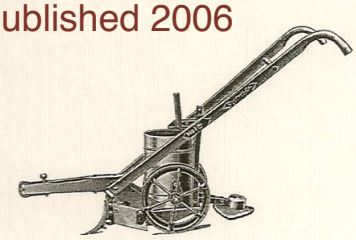
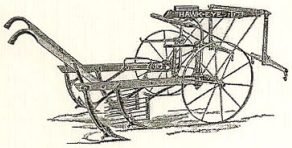
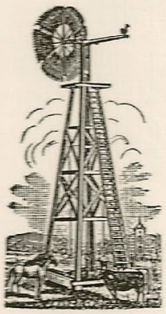
Published 2006



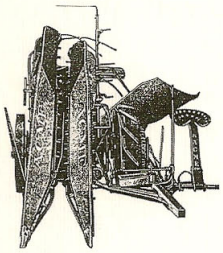
THE

HISTORY

OF

OLD TIME

FARM IMPLEMENT COMPANIES



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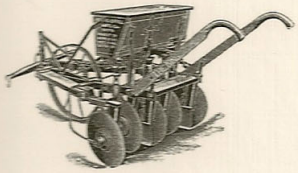
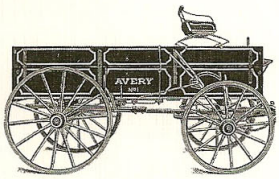

WRENCHES

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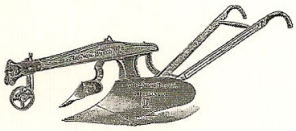
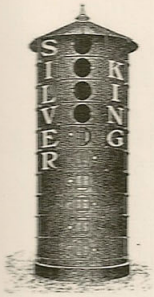
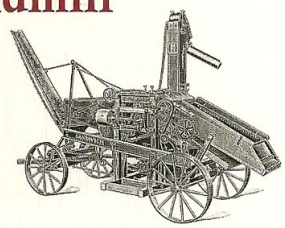
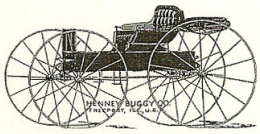


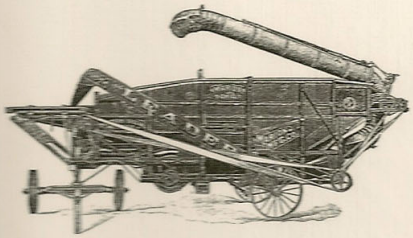
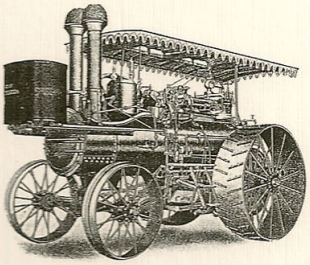
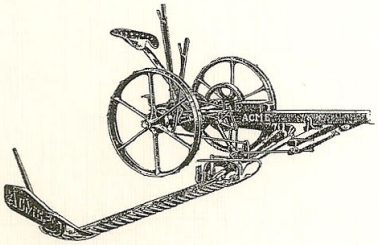


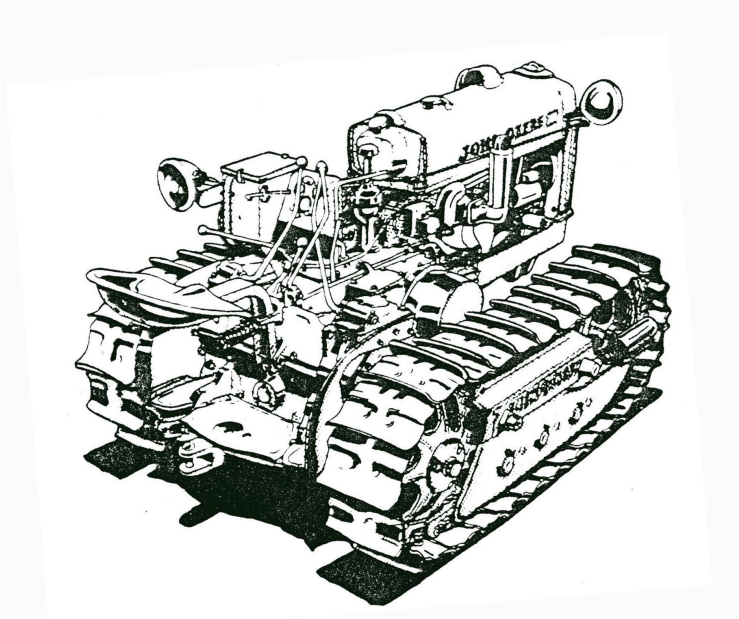
Buggy, Silo, Cream Separator, Windmill and Gas Engine Companies VOL II



P. T. Rathbone





Lindeman

1924 Yakima, Washington ***L A History* from the Internet**

1899 Jesse G. Lindeman was born in Cass County, IA, the oldest of six children.

1918 Jesse joined the United States Army Air Corps as a forward flight observer. Because he was color blind, he could see through camoflage.

1919 The war ended, and Jesse was released from active duty. He moved to Yakima and went to work for Rovig Lumber Co. as a salesman.

1921 Lindeman's brother Harry moved to Yakima and went to work for Rovig. Rovig sold trucks, farm implements, lumber and the Moline Universal Tractor. The tractor was too high to get close to the trees in an orchard so Jesse designed and developed the Extension Disc.

1922 Rovig Lumber Co. went out of business. Jesse and Harry decided to pool their savings of $158 and purchased the parts and equipment of Rovig, valued at $4000. They started their own manufacturing and retail farm-machinery business. They needed a crawler tractor so Jesse went to Spokane and secured a Caterpillar dealership from Ben C. Holt. They sold a few Caterpillars, but their main income came from making and selling a disc harrow.

1924 Jesse Lindeman and his brother Harry established the Lindeman Power Equipment Company. It was a retail implement business with a small shop and forge.

1925 Joseph Lindeman joined the company. Best and Holt, the two competitors in track-laying tractors merged and, with Best in charge, the Caterpillar agency was lost.

1929 They moved the business to a new location.

1930 The Lindeman company became dealers for John Deere. The Deere tractor ran well on distillate, kerosene, furnace oil and light-grade fuel oil that sold for six cents a gallon.

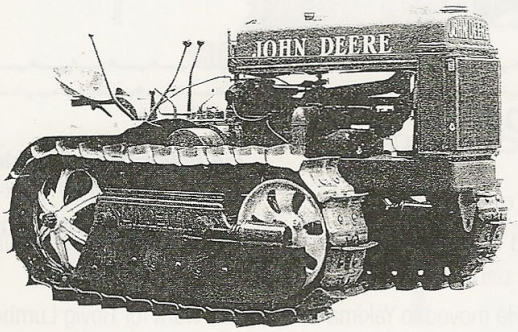
1932 Jesse decided to put a set of Best rollers and tracks on a John Deere Model D. Word got out, and Col. Wiman of Deere & Co. requested that they send a tractor to Moline for a demonstration. The Deere engineers were very impressed. Col. Wiman took Jesse to his office. Jesse was very impressed as he only had an eighth grade education, to be in the company of the head of Deere & Co. Deere discontinued the D and wanted him to design tracks for the GPO. They needed a tractor with tracks to stay in competition with Caterpillar.

1933 The next model to use tracks was the BO. They had trouble with the metal-to-metal steering brakes on hillsides, but they soon came up with a conversion kit that solved the problem.

Lindeman *(continued)*

1946 Deere advised Lindeman that they were going to discontinue the Model B and wanted the company to put tracks on the Model M. At the same time they developed a rollover plow for Harry Ferguson as well as a transplanter. Ferguson gave Lindeman a contract for 10,000 plows. They made 250 a week, loaded them on rail cars and got their money from the bank at a profit of $18.60 each. They also had a contract with Thys Portable Hop Picking Machine Company. Upon completing the M conversion, Deere & Co. made an offer to purchase Lindeman Power Equipment Company. This put Jesse up against a brick wall because the Federal Trade commission was about to step in due to the Deere-Ferguson rivalry. Jesse knew he could make the deal with Deere and not include the plow and hop picker so he purchased ten acres of land and started Northwest Equipment Company to finish the already placed orders.

1947 Deere finalized the purchase and took over on January 1. On December 28, prior to the take over, the steel foundry caught fire and burned to the ground. The rest of the plant was not damaged. The sale price was $1,147,340.18. Part of the deal was that Jesse was to move to Moline. He didn't like Moline and went to the Colonel and told him they were going to have to back out of the whole merger. The Col. Said, "hold on now, you go back to Yakima and head up the engineering and just come back to Moline two or three times a year."



The Lindeman - John Deere Crawler Tractor

Designed and built around the famous John Deere "BO" series motor and transmission.

Four forward speeds with a speed to fit every field condition.

Calculated drawbar horsepower 16.16.

Standard type dry clutch steering with both clutch and brake controls centered in two steering levers.

Entire weight of chassis carried on larger rubber bushings between motor and track frames.

Infinite adjustment of tread. The center to center distance between tracks can be changed from a minimum of 42" up to 46" with standard crossbars, and for a slight additional charge for longer crossbar, this distance can be adjusted up to 60".

Front idler and track wheel bearings of chilled white iron, assuring practically lifetime operation in the worst of soil conditions.

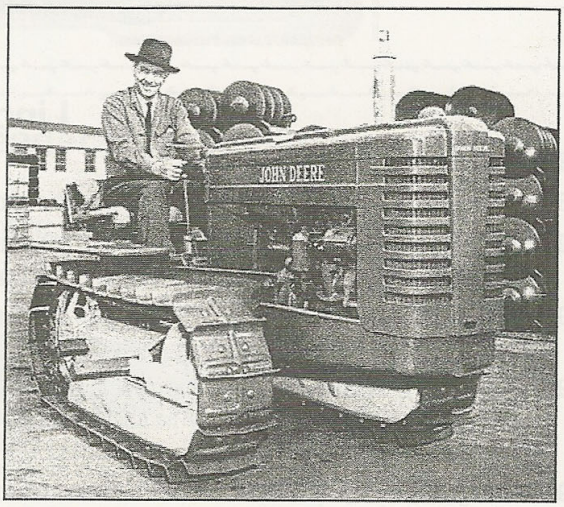
Extra heavy duty cast steel swinging drawbar.

Belt pulley standard equipment with power take-off extra.

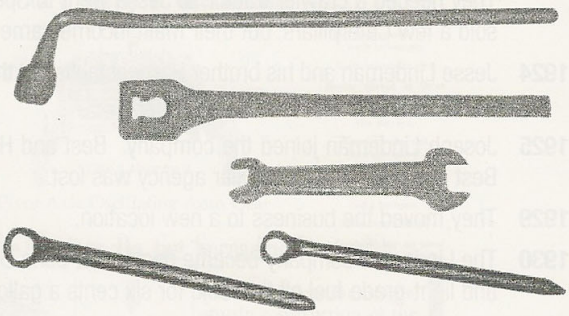
With all this, you get not only the well-known economy of the famous John Deere two cylinder engine, but the most outstanding performance in a tractor of this size.

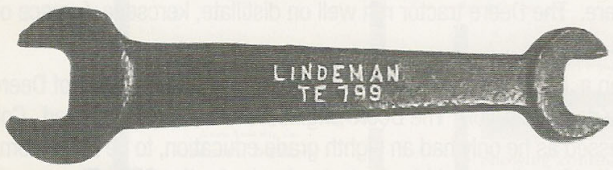
The extreme simplicity of the John Deere motor and transmission is carried through the complete design of this crawler tractor, yet it has features never before available in crawler tractors.

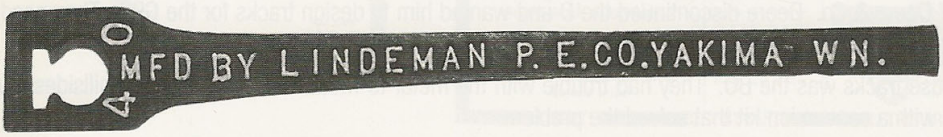
Lindeman Manufacturing, Inc.
YAKIMA WASHINGTON



Jesse on the first MC off the line







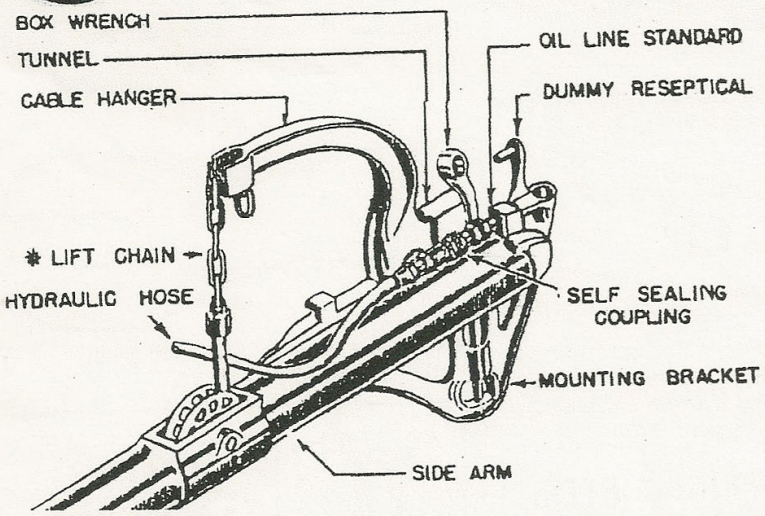
2007-1-18

Kent Rue conducted a thorough investigation on the part numbers for **LINDEMAN** wrenches. He corresponded with Wayne Dill, Pete Rathbone, Lawrence Hughes, and John Boehm. The materials he forwarded from his research comprise 17 pages. The research proves that the correct part number for the double open end wrench on pg. 10 of the Dec. 2005 newsletter is **TE 799.** The **LINDEMAN** crawlers used John Deere tractors (mostly **Bs**) as a basis. The company was sold to Deere in 1947. John Boehm shared copies from **LINDEMAN** and **JOHN DEERE - LINDEMAN** operator and parts manuals that document the **LINDEMAN TE799**, **E315-Y** and **E316-Y** wrenches, and photos of his **LINDEMAN** wrenches. Thanks Kent, and thanks to Wayne, Pete, Lawrence and John for sharing information .

(Parts listed below are not illustrated.)
TE 799 Wrench, Idler and Track Shoes

TE 799 listing from JOHN DEERE - LINDEMAN repair parts list; photo of example in Kent Rue's collection.

See Also pgs. 167-168 in P.T. Rathbone's 2nd volume. for more LINDEMAN info.



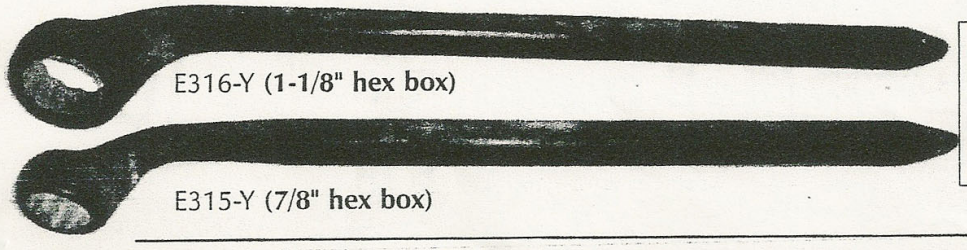
3. Secure the side arms in the mounting brackets by using the handles of box wrenches (E-315Y and E-316Y) as locking pins.

The excerpts (left) are from the **ASSEMBLY and OPERATION MANUAL for the JOHN DEERE - LINDEMAN HYDRAULIC TOOL BAR** (May, 1953 printing), supplied by John Boehm.

The mounting brackets and the remainder of the tool bar could be unbolted from the crawler frame and reversed, so the frame could face forward for applications like push blades, or backwards for applications like chisels, subsoilers, etc.

From John Boehm collection; photos and copies forwarded by Kent Rue.

The handles of the box wrenches serve as locking pins to hold the side arms in the mounting brackets.



E316-Y (**1-1/8" hex box**)

E315-Y (**7/8" hex box**)

These are modified **WILLIAMS** "SUPERRENCHES" , they do not have the "E" part ##s.

MAR. 2007, pg 18

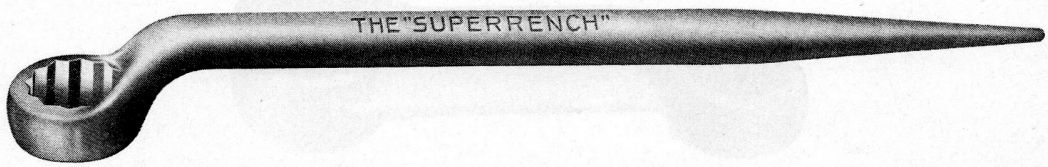
My family gave me a copy of Randy Leffingwell's book John Deere: The All-American Tractor for Christmas. The book has a chapter on Lindeman crawlers, and two of the photos in that chapter show the hydraulic tool bar including these 12-pt box end wrench pins.

WILLIAMS' ✦"SUPERRENCHES"

Selected Alloy Steel

STRUCTURAL BOX PATTERN

With 12-Point Openings



This Williams' Structural Box "Superrench" is designed to bring greater safety to structural work. The 12-point Box Head insures a firm hold on the nut and it is offset to give maximum clearance. The long sturdy tapered handle provides ample strength and leverage, and can easily be inserted into bolt holes to bring them into line.

These rugged wrenches are also adapted to heavy industrial and automotive work where unusual leverage is necessary.

Drop-forged from Selected Alloy Steel, heat-treated, and finished in baked gray enamel all over.

No.	Nominal Opening	Amer. Std. HEAVY Nut (U.S.S.); Size Bolt	Extreme Length, Approx.	Head		Handle Offset		Weight Each, Lbs.
				Thickness	Outisde Diameter	At Head	At End	
8905A	**13/16**	.....	12	5/8	1 15/32	1 1/8	1 25/32	1.2
8905	**7/8**	1/2	12	5/8	1 15/32	1 1/8	1 25/32	1.2
8906	**15/16**	9/16	12	3/4	1 5/8	1 1/4	1 61/64	1.4
8906B	**1**	.....	12	3/4	1 5/8	1 1/4	1 61/64	1.4
8907	**1 1/16**	5/8	15	13/16	1 53/64	1 5/16	2 9/64	2.1
8907A	**1 1/8**	.....	15	13/16	1 53/64	1 5/16	2 9/64	2.1
8908	**1 1/4**	3/4	17	7/8	2 5/64	1 7/16	2 21/64	2.5
8908A	**1 5/16**	.....	17	7/8	2 5/64	1 7/16	2 21/64	2.5
8909	**1 7/16**	7/8	21	1	2 3/8	1 1/2	2 3/4	3.8
8909A	**1 1/2**	.....	21	1	2 3/8	1 1/2	2 3/4	3.8
8910	**1 5/8**	1	22	1 1/16	2 5/8	1 5/8	2 7/8	4.6
8910A	**1 11/16**	.....	22	1 1/16	2 5/8	1 5/8	2 7/8	4.6
8911	**1 13/16**	1 1/8	23	1 1/8	2 29/32	1 11/16	3	5.8
8911A	**1 7/8**	.....	23	1 1/8	2 29/32	1 11/16	3	5.8
8912	**2**	1 1/4	24 1/2	1 1/4	3 5/32	1 13/16	3 5/32	6.5
8913	**2 3/16**	1 3/8	26	1 3/8	3 15/32	2	3 1/2	8.4
8914	**2 3/8**	1 1/2	28	1 1/2	3 23/32	2 1/8	3 11/16	9.5
8915	**2 9/16**	1 5/8	30	1 5/8	3 29/32	2 1/4	3 13/16	10.6
8916	**2 3/4**	1 3/4	30	1 3/4	4 5/32	2 3/8	3 29/32	12.1

NOTE: These Wrenches can be supplied with heads bent up to 90° right or left of handle at extra charge.

✦ REGISTERED TRADE MARK

Ted E. Adams

Lindeman Archives

903 So. 25th Ave.
Yakima, WA 98902
509-248-0100
www.LindemanArchives.com

I am adding my two cents worth into their articles.

From what I have found in the books left over from back then is the Williams “8905 Special” 7/8" and “8907A” 1 1/8" Superrenches are the one's that were used. The thing that I don't know is that according to my catalog # 201 (no date) says that it's Extreme Length, Approx. is 12" and the one I have is 14" the same as “8907A”. I was under the impression from what I was told by the old timers that worked at LPE Co., they would get the shipment wrenches in, cut and grind them. I am sure the 8905 wrenches were ordered special.

The number 40 wrench is the most interesting one, at least I think it is because it started in the 1930s when they were manufacturing the Extension Disc. The photo doesn't show but there is a slot in the big end that would slip onto an adjustment lever in the vertical position and when not in use it could be removed then positioned on the same adjustment lever into the slot you can see to make it horizontal missing the low hanging limbs in the orchard. It also has a square on the side you can't see that is the size of the nut for securing the blades.

The L shaped lug wrench “Williams 271D 1 1/8 Special” was bought by Northwest Equipment Co. to go with each Rotary Tiller to tighten the rotor. We added the little bend in it so it would miss the blades. One was sent out with each tiller until we ran out and I can't remember getting any more in.