

Green Magazine

The monthly magazine for JOHN DEERE enthusiasts

DECEMBER 2000



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Booklet helps explain John Deere part numbers

People who know me routinely wonder if I have lost my mind. Granted, an outside observer would naturally assume that when confronted with the evidence that surrounds me. Tractors and parts of tractors everywhere, new parts, old parts, unknown parts, more parts, implements, lawn tractors, books, books and more books, toys old and new, signs and green everywhere you look pretty much describes the "environment" I work in.

Sure I tend to pick up obscure items that very few people would even waste the time to look at. Sure I boldly wade in and purchase a tractor that might charitably be described as only good for parts. Sure I actually seek out the mustiest, crumbling paper items that I can find. And yes, I haven't really thrown anything away in the last 15 years. But does this make me crazy? In some people's eyes, I know it does. But I would be willing to bet that every John Deere collector understands this perfectly. As collectors, we don't regard this type of behavior as a disorder; we prefer to call it by its proper term—long-range planning. One can never be sure what might be needed for a future project so the most sensible course of action is to gather up everything! That way, a collector is assured of being as prepared as is possible.

Recently, I have found that as I fall ever deeper into the world of John Deere collecting that my "long-range planning" has begun to show results. A recent discovery in some papers I had purchased caused quite a bit of excitement. Those around me mistakenly interpreted it as just another one

of Greg's "things." Some of you may not get quite the reaction I did but hopefully everyone will find it of at least passing interest. You may recall an earlier article that covered John Deere's part numbering system and what can be learned from the way the part number is put together. Well, I was reading through a booklet I had just received the other day that is titled "John Deere Parts Transfer List No. 1-TR." Sounds exciting already, doesn't it? Well...okay...at least hear me out. The cover states that this book is "Showing Part Numbers Transferred from One John Deere Factory to Another." Now this had me wondering what this meant.

The first page explains the purpose of this odd booklet. "The purpose of the No. 1-TR Transfer List is to show the proper current suffix letters on part numbers transferred from one John Deere factory to another." The suspense is unbearable! What does this all mean? As I read through it, I was amazed to discover the meaning behind a quirk of the John Deere part numbers that I had never completely understood. I had constantly encountered part numbers that ended in a one letter suffix. The odd thing was that many times the same part number could also be found with a two letter suffix. I had always wondered what was going on with these differences in the same part number.

This booklet would soon provide the answers. Cutting edge information indeed! It became apparent that Deere had changed the sourcing on various parts numbers over the years from one

factory to another. Since the part numbers themselves provided information on the origins of a part, a new way of identifying the parts by their numbers had to be created. The easiest and most obvious way for John Deere to stay consistent in their part numbering system was to simply add an additional letter to each part number to show its new factory source. It all made sense to me!

For example, a part previously listed as J1510H was originally sourced at the Harvester Works factory. But when Deere changed its source factory to the Des Moines Works then the part number followed suit and was changed to J1510HN. This change in part numbers allowed the proper current source of supply to be readily identified. Several charts were supplied to assist dealers in understand and identifying these changes in part numbers.

Reference the two tables on the following pages. The first table shows which factory originally supplied a part and which factory the part was transferred to. The second chart shows which types of parts were changed from one factory source to another.

The pages that follow the first two pages of introduction are primarily a listing of part numbers arranged by the factory in which they originated. It is also mentioned that there are many items listed in the booklet that were not supplied as replacement parts and were included mainly for factory reference. Also, no "JD" or "Standard Parts" were listed as there were special books printed specifically covering these parts. Quickly, "JD" parts were

primarily bearings and wheels. "Standard Parts" were items such as hardware, pipe fittings and the like.

Okay now, I know most of you were not floored by this revelation in the Deere part numbering methodology. I was intrigued since I believe that there were reasons for nearly everything Deere did. (With the possible exception of the 2010 diesel but that is another story!) This simple little booklet provided another piece in the John Deere parts puzzle. For the collector, this explains why the same obsolete part can be located with two different part numbers and yet still be the same part.

It is also interesting to see that Deere was constantly redefining each factory's role in the Deere corporate structure and the products each factory produced was changing with the times. This ultimately resulted in the further consolidation of some factories and some disappeared completely.

One item in particular caught my attention. The last item listed in the second chart was parts for the tracks on the "BO" tractor. This, of course, was the "BO" Lindeman crawler. Originally sourced as Yakima factory parts, they were now listed as Dubuque factory parts. Knowledgeable collectors know that Deere initially shipped the "BO" tractor chassis to the Lindeman Brothers facility in Yakima, Washington for conversion into the now famous "BO" Lindeman crawler. This proved so successful that Deere purchased the Yakima facility and finally eventually folded it into the new Dubuque facility. The model "M" tractor and "MC" crawler and their successors were soon to come out of the Dubuque facility and then the entire new line of industrial machinery was sourced from Dubuque. Today it remains the home of Deere's industrial line.

It is unbelievable how much information can come from a one little booklet if one is alert to how the information relates to other information. Crazy? Naaaa. Curious? Always! Until next month!

Transferred from	Suffix letter	Transferred to	Addition of 2nd suffix letter
Plow Works	A	Planter Works	AB
Plow Works	A	Wagon Works	AD
Plow Works	A	Killefer Co.	AK
Plow Works	A	Des Moines Works	AN
Plow Works	A	Welland Works	AW
Planter Works	B	Wagon Works	BD
Planter Works	B	Welland Works	BW
Spreader Works	C	Ottumwa Works	CE
Spreader Works	C	Des Moines Works	CN
Syracuse Chilled Plow	F	Plow Works	FA
Syracuse Chilled Plow	F	Spreader Works	FC
Syracuse Chilled Plow	F	Wagon Works	FD
Syracuse Chilled Plow	F	Welland Works	HW
Harvester Works	H	Wagon Works	HD
Harvester Works	H	Ottumwa Works	HE
Harvester Works	H	Des Moines Works	HN
Harvester Works	H	Welland Works	HW
Van Brunt Co.	M	Des Moines Works	MN
Van Brunt Co.	M	Welland Works	MW
Dubuque Works	T	Harvester Works	TH
Yakima Works	Y	Plow Works	YA
Yakima Works	Y	Spreader Works	YC
Yakima Works	Y	Killefer Co.	YK
Yakima Works	Y	Des Moines Works	YN
Yakima Works	Y	Dubuque Works	YT
Yakima Works	Y	Welland Works	YW

See additional information on next page

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Parts for	Transferred from	Transferred to
Binders, Grain and Corn	Harvester	Welland
Blower Parts, No. 2 Ensilage	Harvester	Ottumwa
Bulldozer, No. 100 and DZ600	Yakima	Spreader
Bulldozer, MC60	Syracuse	Spreader
Cultivators,G4 and No. 4 Cane	Plow	Killefer
Cultivators, Listed Corn	Plow	Wagon
Cultivators, Tractor	Plow	Des Moines
Diggers, Potato	Syracuse	Wagon
Fertilizer Att., No. 20 and AB20	Syracuse	Wagon
Forklift, TP26	Syracuse	Spreader
Harrows, Drag	Plow	Wagon
Harvester, Cotton No. 15	Spreader	Des Moines
Land Shaper, LS206 and LS400	Yakima	Killefer
Misc., Harvester Parts	Harvester	Wagon
Pickers, Corn	Harvester	Des Moines
Planters, Horse Drawn	Planter	Wagon
Planters, Potato 1 and 2 Row	Syracuse	Wagon
Planting Att.	Plow	Planter
Plow, No. 15 Subsoil	Plow	Welland
Plows, Syracuse	Syracuse	Plow
Plow Parts	Yakima	Plow
Rake Parts	Yakima	Des Moines
Scraper, Farm	Plow	Killefer
Seeding Att., for Disk Tillers	Van Brunt	Welland
Shovels, Field Cultivator	Van Brunt	Des Moines
Sickle Carrier Att.	Dubuque	Harvester
Snow Plow	Syracuse	Welland
Subsoilers, No. S16 and TP16	Syracuse	Welland
Teeth, Double Coiled Spring	Plow	Des Moines
Tillers, Disk, Heavy	Plow	Welland
Tool bar, No. 900	Plow	Des Moines
Track, for "BO" Tractor	Yakima	Dubuque

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