New York City may seem an unlikely place for a tractor company, but in 1923, Bear Tractor Co. began manufacturing 25-35 Crawlers there. These machines sold for $4,250, weighed about 6,000 pounds, and were powered with Stearns four-cylinder engine with a 4-3/4” x 6-1/2” bore and stroke. Promotional writers touted the Bear’s compactness (9’10” x 4’6”), flexibility, six-foot turning radius, and no-trouble track, which moved independently up and down over large objects. The company’s motto was “The tractor that delivers its power to the drawbar.”

An advertisement for the Bear Tractor claims:

“Speed-Quick Turning-Easy Control These You Need for Road Patrol And These You Have in the Bear”

As one man said:

“It seems the Bear is specially made for nearly every job.” The truth is, practically every feature in the Bear is of advantage in every kind of tractor work. So, while the Bear is termed a universal tractor, most Bear owners feel it was designed especially for them.

And nowhere is this feeling more pronounced than among the men who are doing road patrol work. If all our other tractor work was eliminated from consideration, it is doubtful that a better tractor could be built at the present time for road patrol.

Yet in the end, the Bear’s price tag may have doomed it – at $4,250, the Bear was many times more expensive than a multipurpose tractor. In about 1925, the Mead-Morrison Company of East Boston, Massachusetts, bought out the Bear Tractor Co. and ended production on the Bear 25-35. It came out with the Mead Morrison Bear “55,” which looked nearly identical to the Bear 25-35.