



In 1917, Holman Harry Linn developed a new and, at the time, unique vehicle for hauling and construction work. The Linn tractor, which was equipped with a link track, had a wide footprint capable of traveling over different types of terrain carrying heavy loads. There was no other machine quite like it at the time, and for over thirty years, the Linn Manufacturing Corporation of Morris, New York, produced these tractors for logging companies, pit miners, dam projects, and rural towns. Construction of the Grand Coulee Dam and maintenance of the Panama Canal made use of Linn Tractors.

Linn Tractors could also be equipped with a V-shaped plow attachment that had 16-foot wings capable of plowing a road in a single run. In the beginning, a "wing man," huddled in a small shed attached to the dump box, raised and lowered the wing plows with control levers. The levers were later modified to operate from the cab. Cleats were attached to the tracks to prevent sliding on the snow- and ice-covered roads, which took two men two days to fasten on. After each attempt to dislodge deep layers of hard-packed snow with the front-mounted V-plow, the driver would back up and buck against the drift, back and forth until a wide path opened. In 1937, the Town of Perinton purchased a Linn tractor-truck and a Linn-Frink snowplow attachment at a cost of \$2,950.00.

The purchase of the snowplow was facilitated by Howard J. Whitman, a representative of the Linn Manufacturing Corporation. Howard and his wife, Stella Hannan, lived on Pittsford-Palmyra Road in the vicinity of today's Perinton Hills Mall, next door to the Hannan farm house. According to Hannan family records, Whitman built a cinder block garage behind his house with a caged area to house parts for the equipment he sold.

Pictured are John Schoolmaster, sitting on the wing, Hank Sauer, seated in the middle, Bill Dancy, Fred Schoolmaster, Clarence Watson, Bill Kodwicz, and John Cook.

