



This motorless, cable-drawn auto lifts golfers to the next tee 70 feet above. Length of slope, 215 feet.



Hoist and controls at upper end of tramway. After photo was taken, this machinery was enclosed from the weather.

TRAMWAY SOLVES CLIMB

By HENRY W. YOUNG

THEY call it "Kerry's Carriage," this odd-looking but effective tramway. Sitting out under the trees at the 11th green of the Oswego (Ore.) Lake CC, Walt Kerry, manager of the club, told all about it, for he is the designer.

Kerry fills more than the ordinary function of club-manager, for he is manager of the entire plant, including the 18-hole course, clubhouse, indoor badminton courts, tennis courts and lake front swimming facilities. In spite of all these duties, he finds time to do a little engineering.

The need for the tramway comes from a very steep 70 ft. rise between the 11th green and 12th tee. As Kerry explained, there had been great puffing at this point, and players whose hearts were beginning to get jumpy would travel a long and circuitous route to make the grade. So Engineer Kerry solved their problem.

\$40 Auto Serves as Cab

First, Kerry got a 7-passenger Cadillac sedan of stately lines, which modestly offered itself in consideration of \$40. Motor and all heavy parts were removed down to chassis and body. In place of the hood was mounted a spacious box for carrying bags.

Next a track was built up the hill, the travel being 215 ft. and the rise 70 ft. This consists of 6x8 in. ties laid on 4-ft. centers. Lengthwise are spiked 3x10 in. planks for the track. Outside of the latter are 2x8 in. planks spiked vertically for guards, which are further reinforced by scab plates every other tie.

At the top is a 7½ h.p. automatic electric hoist with a 37½ to one reduction. It is set on a platform of 6x8 in. sleepers carrying 3x10 in. planks for the floor. The whole is solidly anchored by a "dead man." The hoist pulls the car up and lowers it by means of a half-inch steel cable of the best grade obtainable. This is run clear under the car and secured to the back axle. The winch motor is a Fairbanks-Morse line start induction Type 00. It is equipped with a Cutler-Hammer standard duty Type C safety switch and a Westinghouse De-Ion line starter. The winch is also equipped with a Westinghouse electric brake which stops the winch should it reach a dangerous speed.

Push-Buttons Start, Stop Car

The intriguing part of the installation, however, is a Westinghouse automatic elevator control, the same as that used on automatic elevators in buildings. There is a push-button station at top and bottom, and the car can be brought up or sent down from either station. Push the button and it requires 1 min. 55 secs. to ride up and 1 min. 53 secs. to bring the car down. Some of the joy-riding feature will be wet blanketed, however, when the canny engineer gets his dime-in-the-slot

feature added to the control. It will then cost a dime per trip, whether for one man or a carful. He explains that this will pay for the actual up-keep and amortization of the equipment. And, by the way, the total cost, including equipment, materials and labor, was \$700.

In addition to the automatic brake on the winch, there is also another safety feature, consisting of a heavy timber suspended under the car. The front end is hinge mounted and the rear end is supported by a runner on the cable. If the cable is slackened an undue amount, the rear end of the timber is lowered until it engages a tie, on the principle of a ratchet. When the cable is tightened, it is lifted up again.

Twin City Turf Bosses Look Into Labor Problem, Suggest Cure

FORTY green-chairmen and greenkeepers of clubs in the St. Paul and Minneapolis districts met March 2 to discuss the course labor situation, which like many other labor supply and wage problems, is becoming acute in the Twin Cities. The session was summarized in the following suggestions which were sent to officials and greenkeepers of all clubs in the district:

The undersigned being a committee appointed at a joint meeting of the Minnesota Greenkeepers association, in addition to Green-Committee chairmen from several clubs, and our committee having been instructed to offer suggestions pertaining to golf course maintenance problems, respectfully offer the following recommendations:

FIRST. The fact that course workmen have but a six month season for work on the average and that they have always found it difficult to find jobs during the winter, we believe to be one of the major problems of golf clubs. We feel that each club should ACCEPT the responsibility of finding work for their employees during the winter months, so that they and their families can live properly throughout the whole year. We find the average yearly earning for maintenance men to be from \$600 to \$700. This is a deplorable condition and must be corrected.

SECOND. We find some clubs are paying an hourly wage below the present cost of living; we recommend to correct this that a universal minimum rate of 40 cents per hour for a nine-hour day and 45 cents per hour for an eight-hour day be main-

tained, providing however, that inexperienced men be required to work for one season at a slightly lower rate.

THIRD. We feel that thought should be given to some sort of a bonus system, which might fit in with the problems of an individual club.

FOURTH. We believe all chairmen of green-committees should hold themselves ready to respond to the call of the Minnesota Greenkeepers association for meetings, and that it be the responsibility of such chairmen to see that a suitable substitute attends in the event he personally cannot.

FIFTH. We believe that the greenkeepers efforts of study to make themselves more valuable be continued, and that every means available to further that end be used, and that all clubs cooperate to their utmost in this matter.

SIXTH. We believe the USGA should be asked to train and finance an able man, whose duties would be to travel continuously throughout the country giving advice and helps to all golf clubs in connection with golf course maintenance.

Ames PWA Course Has Experts Close at Hand

IOWA STATE college soon will open its excellent 18-hole course at Ames, designed by Perry Maxwell and constructed largely with PWA money. George Veenker is athletic director at the school. P. H. Elwood is consulting landscape architect.

The course will have considerable interest to the golf field because it is the first one of the new layouts to be installed at a school where greenkeeping short courses are featured. The Iowa State courses, engineered by V. T. Stoutemyer in cooperation with the Iowa Greenkeepers Assn., always have been valuable and practical affairs.

Aussie Greensmen Complain—Miscellaneous Workers Union requested from the Queensland Industrial Court that Australian golf course laborers wages should be increased to \$21 a week; that holidays should be increased from 6 to 21 working days per annum; and that employment of youths on golf courses should be banned.

AT a recent directors' meeting of the Medinah CC (Chicago district) 20 membership applications were accepted. Of these, 13 never had played golf. It looks like another golf boom is beginning.