

the tile size varying from 4 in. to 2 ft. Much of it lies in quicksand with overlying muck bottom soil.

To replace or to relay tile under these circumstances, costs run excessively high since digging operations present more than the usual problems such as caving and shoring and difficult grading. Rebor-ing, however, made digging unnecessary and we were able to have 4,000 ft. of tile cleared and cleaned for approximately twice the cost of relaying 100 ft. of 20-in. tile, four years earlier (and, incidentally, tile costs were less then).

What's more, with the exception of two instances where the power rodding revealed broken tile and in another section where no catch basin existed, the sod was left undisturbed. In areas where the ground was particularly soft, equipment mounted on special, lightweight, large-tired trailers was used to prevent damage to the course.

When systematic use of copper sulphate fails, power rodding is the answer to the most persistent golf course drainage tile problem—tree roots. It's fast, thorough, economical, does not interfere with play and does not mar the beauty of the course.

Routine Work Demonstrated By New England Supts.

Golf Course Supts. Assn. of New England recently staged an educational program on routine procedures in maintenance. All supts. (including non-members) in New England were invited to attend and bring their key men.

Those present said the "refresher" lessons were very valuable in calling attention to details that have been improved in doing work that generally is so much standard operating procedure there's a tendency to skip education of maintenance employees.

The program:

- Care of Traps and Aprons—Bill Ash
- Mowing Greens—Phil Cassidy
- The Operating Mechanics of Power Greens Mowers—Albert Allen
- Changing Cups—Guy Tedesco
- Top Dressing Greens—Paul O'Leary
- Fertilizing Greens—Howard Farrant
- Watering Greens—Ted Murphy
- Fine Turf Identification, etc.—Manuel Francis
- Use of The Proportioner—Arthur Anderson
- Tees—Changing Markers, etc.—Arthur Cody
- Weed Control—George Webster
- Fairway Mowing—Narry Sperandio

Supt. Looks Calmly At Golf Car Problem

BY JAMES W. BRANDT

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(At Midwest Regional Turf Conference)

I believe that Bill Daniel asked me to serve on this panel dealing with golf car use from the superintendents' viewpoints because two years ago, while serving on a similar panel, I made a rash statement.

Then I expressed the opinion that golf was played for the exercise of the sport and for that reason motorized cars on golf courses never would be much of a maintenance problem.

I must admit that I was far from being correct.

Now, having confessed to my error, and being somewhat balmed inwardly by the suspicion that I am not the first and only one to make a wrong guess in golf, I will tell you how I adjusted myself to the reality of the golf car being here to stay and growing in use.

My present second-guessing may help other superintendents and chairmen prepare to handle the golf car situation.

Preparing for golf cars I would say comes in two phases: First, the superintendent must prepare himself mentally; second, there are some physical changes that may have to be incorporated into the course.

I would like to try to point out to my fellow superintendents that the advent of motorized cars isn't the worst calamity that has befallen superintendents. To do this, I will take you through the reasoning process I followed before I realized that cars weren't so terrible.

Let me ask the question "Why were we hired?" We were hired to maintain a course that will be well groomed and a pleasure to play. If golf were played primarily for exercise, then as much exercise could be obtained from the playing of a course maintained at the cow-pasture level as could be attained from playing a finely conditioned course. Golfing superintendents who work all day on the course certainly do not play golf in their off duty hours for the exercise, fresh air, or sunshine. They play golf for pleasure.

If a portion of our membership derives greater pleasure from the use of cars, then should we object to their so doing?

For a moment let us look at the brighter side of the motorized car picture and see what it may do for our course: