

Hills Become Ramps So Cars Can Roll At Hyde Park

By **DON LIKES**

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Can you picture playing 18 holes on a course where it is necessary to cross 14 ramps? That is how rugged the terrain is at Hyde Park CC, Cincinnati, O. Yet, with its many century old beech, oak, and tulip poplar trees, it presents one of the most beautiful landscapes in southern Ohio.

First, let me explain what we call a ramp. It is an earth-fill replacing a bridge that spans a deep gorge, or a roadway constructed on a steep hillside which previously was impossible for any vehicle to negotiate.

We were the last course in the city to permit use of cars. To get Hyde Park ready for cars it was estimated that \$25,000 worth of ramp construction was necessary. We had seven long high wooden foot bridges to replace with dirt ramps. Also, we had at least five steep hills that were impossible to climb with any vehicle.

All this new construction was in hand maintenance areas. By building ramps we eliminated about 90 per cent of the hand maintenance work. Thus hundreds of man-hours of labor per year have been saved.

Before construction started, an architect made a thorough survey of the course. He proposed a type of ramp of minimum construction cost, but it didn't eliminate enough hand maintenance. We were fortunate in having men on our grounds committee who apparently had a talent for designing golf car roadways. They, along with myself, made several alterations in the architect's specifications and some fine ramps were built. At the same

Curves in golf car roads and ramps at Hyde Park were put there by design. Efforts also were made to keep roads as far from line of play as possible. In circle are converging roadways and at bottom you see a ramp when it was under construction.



time many old maintenance problems were eliminated. We had a loose working agreement with the contractor, so we could "play it by ear." That is precisely what we did.

Line of Play

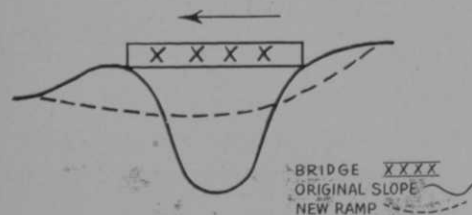
It was suggested by the architect that all roadways and ramps be kept out of the line of play if possible. Roadways skirt areas where a slightly off-line shot may produce an unfair bounce.

There is no place in a landscape for a straight line. Not only does this apply to roads but also to banks and other types of dirt fill. Curves should be put in roadways wherever possible. When making an earth fill, banks should be tapered so they appear to have been created over the years by the natural movement of water and by the elements. This eliminates water pockets and gang mowers can move in any direction without scalping the turf or digging into the soil.

Avoid the Climb

In replacing bridges with dirt fill at Hyde Park it seemed unnecessary to build up to the original height of the bridge. Yet, we couldn't create a situation where a pedestrian would have a new climb when leaving a ramp. It is very important that earth ramps be kept as low as possible. This not only makes them less costly to build but easier to maintain since shoulders can be made more gently rolling. We learned several tricks in solving this particular problem.

- The walking golfer won't complain about walking downhill; it's when he has to climb again that he becomes unhappy. In some cases, where the golfer walks down to a ramp lower than the original bridge, the other end has been

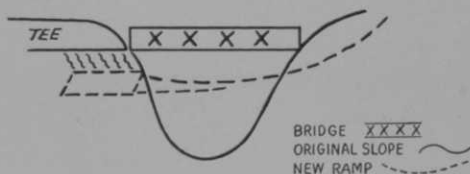


brought up so gradually that the new climb is not noticeable. Helpful along this line is to make the ramp like a sway back horse. This gets away from a straight line appearance.

- In some cases the golfer actually walks downward when leaving a bridge.

This situation lends itself very well to a lower-than-bridge ramp.

- In another spot, where a bridge came out on the same level as the tee, a new parking area was hollowed out three or four feet below the top of the tee, creat-



ing a bank at the side of the tee. The climb is virtually unnoticed because it is in the tee area.

Grass on the Ramps

Our final problem was to get grass on ramps and slopes. Since construction was started in late Oct., we were faced with the problem of trying to raise a stand of grass in Nov. when temperatures are not exactly favorable. By using a large quantity of domestic rye in our mixtures, plus a high rate of Milorganite under a straw mulch, satisfactory ground cover was established. This stabilized the new slopes and produced a fair turf for the following year.

New Jersey Golf Show

The New Jersey Shore winter golf league, in operation for the last three years, has set aside Apr. 23 as the date of its first golf show. It will be held in Convention Hall, Asbury Park, and it is hoped it will turn out to be one of the best attended shows ever undertaken for N. J. and Metropolitan golfers. Films, teaching clinics and displays of 1961 golf merchandise will be featured.

Change Magazine Setup

The PGA, which has been in a reorganization mood for the last several months, is re-tooling the setup of its magazine. The Professional Golfer. Bob Russell, dir. of public relations who formerly was editor of the publication, is now serving as its supervising dir. Nan Berry, with the Golfer since 1958, has been promoted to managing editor and Jo Ann Warden, formerly an editorial assistant, is now assistant editor. John A. Hubbard has been added to the staff in the newly created role of business mgr.