

tions behind the putting surface improves visibility and helps hold shots from rolling off the back of the green.

The putting green should be contoured to accept and hold good golf shots while guiding water off the surface in multiple directions. A crowned putting surface provides good drainage, but will direct golf shots into adjacent hazards or off the back of the green.

The total green area should be built to blend with the adjacent terrain and the putting surface itself. Small mounds and grassy hollows develop

character that, along with the undulations on the putting surface, will demand accurate approach shots and will provide challenging chip and pitch shots for the golfer that misses the putting surface.

With all the numbers, charts, and specifications provided by different golf organizations, it is important to remember that putting green design is an art as much as a science and that the aims are still the same—to blend all the elements together to create a unique character, and to provide pleasure for each individual golfer.



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GCSAA Convention Site Some tips to help you survive your trip to D.C.

By David Iyata
Chicago Tribune

Editor's Note: The following article, which appeared in the Chicago Tribune, comes your way from Bruce Williams, GCS of the Bob O'Link Golf Club. Williams, a 1984 WGCSA speaker, is editor of Chicagoland's Verdure newsletter.

TIPS FOR NEWLY elected politicians [and other Washington visitors] on getting around the nation's capital:

• The nation's capital is a great

city for walking—in the daytime. At night the muggers, hookers and drug pushers come out. Some areas such as the central business district in the northwest quadrant are reasonably safe. Most other neighborhoods are not. When in doubt, take a cab. [Chicago's "sides," as in Northwest Side, are called "quadrants" in D.C.]

• If the muggers don't get you, the district fathers will. Every so often they crack down on jaywalkers, and the fines can be hefty.

• When walking around downtown Washington, take your bearings from the Washington Monument, which is on the Mall south of the central business

district and the White House. The giant white obelisk is the tallest structure in town; it towers over other buildings and is brilliantly lighted at night.

Another pedestrian landmark is the Capitol, also lighted, anchoring the eastern end of the Mall. Keep in mind that if you're walking toward Capitol Hill, you're heading away from downtown and into a rougher part of the city; so watch out.

• Don't drive if you can help it, and if you must, do what the cabbies do: Stick to the side streets. And lock the doors. [Never walk down a dark side street at night. Which means never get a flat tire on one, either.]

Venture onto the congested boulevards only after you've become familiar with the city. And whatever you do, steer clear of the traffic circles.

In the late 18th Century, the city's master planner, Maj. Pierre Charles L'Enfant, decreed that the north-south streets would be numbered 1st, 2d and 3d; and the east-west streets, A, B and C. Sounds logical, except L'Enfant doubled everything: There are two 1st Streets, two A Streets and two of every other numbered and lettered street.

So each street has the additional designation of Northwest, Southwest, Northeast and Southeast, depending on which quadrant it's in. It's as though West North Avenue on Chicago's North Side were called 16th Street N.W.; and West 16th Street on the South Side, 16th Street S.W.

Washington's broad, diagonal avenues are named for states, such as Pennsylvania. The real trouble begins when one of those boulevards leads you smack into a traffic circle. Chances are that four major thoroughfares feed into the circle, creating a grand, chaotic, honking melee. It's like driving onto a merry-go-round. You could be heading for Maryland and wind up shooting off toward Virginia before you realize what happened.

- If you opt for a taxi, don't be surprised by its condition. With their bashed-in fenders, gouged door panels and leaky sunroofs, many of the cabs look and ride like veterans of Gen. Patton's 3d Army.

Nor should you be shocked if your cabbie suddenly pulls over to the curb to pick up an extra fare. Two, three, even four strangers to a taxi are common, as long as everyone's headed in the same general direction.

A zoned fare system, which means relatively low fares wherever you go in the city, more than makes up for the occasional inconvenience.

- Washington's subway, the Metro, is quiet, reliable, clean, comfortable and relatively cheap: 80 cents from downtown to most destinations, including National Airport, during non-rush periods.

First, though, you have to figure out the ticket-vending machines. Instructions for using them would take up far more space than this article allows. Don't worry; there's

a human attendant at every station to assist you. Which leads to the question, if you have to employ attendants anyway, why not have them collect the fares?

Another thing: The Metro isn't a 24-hour operation. If you fly into National much before 10 a.m. or after 6 p.m. on a Sunday, you'll have to take a cab or airport bus. Otherwise, the subway stops running at midnight, reopening for business at 6 a.m. weekdays, 8 a.m. Saturdays.

- Say off Int. Hwy. 66, a main thoroughfare into the city, during the rush hour unless you have at least two riders with you. The mandatory car pool rule, dating from

the energy crises of the 1970s, is still strictly enforced. As one might imagine, I-66 is a breeze during rush hour, when secondary thoroughfares and bridges are jammed.

Forced car pooling also has given rise to something that could only happen in Washington: Driver-solicited hitchhiking. At one suburban Metro stop, cars line up, drivers hop out and shout their destinations, and would-be Metro patrons jump in for a free ride into the city. A driver who otherwise would be alone and have to take a circuitous route into town thus cuts about 30 minutes off his travel time.

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