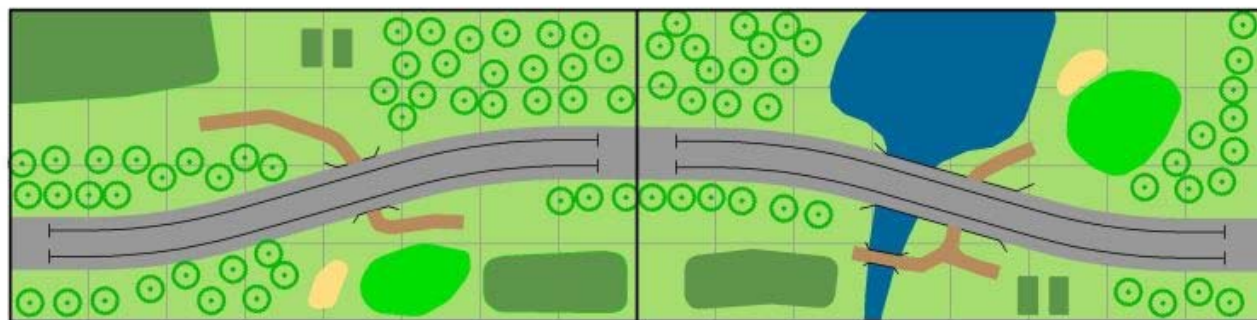
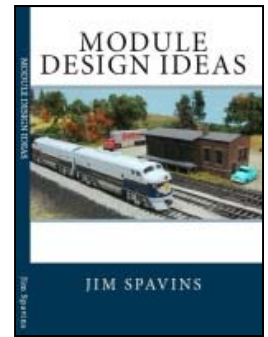




# The 17<sup>th</sup> Hole Design



# The 17<sup>th</sup> Hole



This plan is featured in the book *Module Design Ideas*. If you are interested in seeing all the designs from the book, visit the [store](#) or Amazon.com to purchase your copy today!

## Design Facts and Figures

*Scale:* HO

*Size:* 2'x8'

*Standards:* NMRA HO

*Type:* Scenic

*Features:* Golf course

*Era:* 1950s-Present

I think there are many model railroaders out there that also have an interest in sports. So, I think there could be a lot of interest in a module that somehow combines those two activities. I have presented two plans in this book that combine model railroading and sports. The first is the plan presented here, a HO scale module featuring the 17th hole of a par three golf course.

This module offers some obvious visual interest with the golf hole stretched across the front of the module. The scene features a short par 3 hole complete with tee boxes, fairway, sand traps, and of course the green. A pond with a stream breaks up the scene on the right module. Also, the 16th green is on the far side of the tracks on the right module with the cart path going under the tracks. On the left module, the tee boxes for the 18th hole are on the far side of the tracks with the fairway stretching off the module. The cart path from the 17th green to the 18th tee boxes goes under the tracks. Depending upon how difficult a course designer you want to be, you could also make the fairway for the 17th go up or down so that one of the path cart crossings is over the tracks. Just remember to leave enough clearance under the bridge! For this HO scale module that is three inches from the bottom of the bridge to the top of the rails.

This module also demonstrates another simple technique to add visual interest. This involves curving the mainline from the front of the module to the back. All too often, modules feature mainline tracks that just simply run parallel to the front of the modules, creating a monotonous overall look to the layout. By pulling the mainline to the back of the module, the monotony of the straight lines is broken up. However, this does create a dreaded S-curve so some simple design considerations are needed. For an S-curve to function properly, the transition between curves needs to be a straight piece of track that is as long as the longest car that would be run on the layout. In HO scale, this is approximately twelve inches. Typically, the longest cars are either passenger cars, long flat cars, or auto rack cars which top out at 89 feet in real life, so at 1:87 in HO scale, a tangent piece of track twelve inches long will suffice. Also, the radii of the curves need to match the standards set by the group you are working with. In this case, the module has been designed to the NMRA standards, which recommends a minimum mainline radius of 35". This geometry works in this plan and should be sufficient for all types of rolling stock to easily navigate the S-curve.

Transportation for this module should be fairly straight forward. Most likely, everything could be kept on the modules if a cover was constructed to protect the modules during transportation. A mid-size sedan could probably accommodate a module set of this size but may not leave much room for anything else.