

CORA

THIRD EDITION
DECEMBER 1993



Promoting Outdoor Recreation

CAMPBELL OUTDOOR RECREATION ASSOCIATION

From the President

Gearing Up for the Long Haul

by Lee Asbury

The need to reorganize CORA and maintain effectiveness for the future has been the subject of recent meetings.

The property we set out to preserve is now owned by the State of Tennessee and at the present time is open to what we prefer to call a "multiple use" concept.

CORA is justified in being proud of what has been accomplished. However,

our long range goals (a) influencing the regulatory process, (b) assisting in preserving and protecting the land and wildlife, (c) working for increased public access to outdoor recreation areas, (d) maintaining the ability to lobby for or against laws of interest, (e) seeking out and affiliating with like-minded organizations and (f) keeping out tradition of even handedness and public access for multiple use on outdoor recreation areas alive are just now coming to the front.

Gearing up for the long haul will require reorganizing into an organization that is "lean and mean" and can react quickly and effectively to whatever comes up.

Some have suggested amending our by-laws to provide for an Executive Committee to meet monthly or on call

when necessary; a Board of Directors to meet quarterly or on call when necessary; and have two membership meetings each year. One to hold elections, have a special program and update the members on current events, the other meeting could also sponsor a special program, an outing of some sort, and be used to update members on current events and problems.

Whatever method we settle on must be adequately funded and broadly based if effectiveness is to be long range.

Your ideas for needed changes to get CORA geared up for the long haul need to be communicated to CORA officers or directors or personally expressed at regular meetings.

Think it over and take part in these most important decisions.

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Sound Off

Iron & Coal Company Land Acquisition

With acquisition of the last large tract of the Old East Tennessee Iron & Coal Company property by the State of Tennessee, our primary goal of getting the tract in public ownership and guaranteeing its availability for outdoor recreation for use by future generations of Tennesseans has been accomplished.

When we started out on this undertaking, every single one of us perceived a real threat to our way of life and each of us could focus on the effort to save the tract. We invested large sums of money, effort, dedication and working together caused it to happen.

Suddenly, public ownership is a fact and the threat of losing the area is gone. Everyone relaxes and this feeling of relief causes otherwise dedicated and hard working members to lose interest, fail to renew memberships, and feeling that the job is done, forget about it.

Is the job done? Public ownership fosters the appearance of pressure groups seeking to push their single interest and quite naturally conflicts begin to develop. Should this or that use be permitted? What is best for the land

Please see Acquisition, page 4



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Doughnut Hole Acquisition

Is acquisition of the so called "doughnut hole" in Royal Blue WMA reasonable and necessary? Do other owners of property in the area need to worry that the power of eminent domain will be exercised to take their property?

The recent filing of a Circuit Court suit in Campbell County to condemn 3,800 + or - acres for addition to Royal Blue WMA requires us to consider and try to answer these questions.

A brief look at the history of the tract, the effort to get it in public control, the legislation necessary to secure funding, the legislation necessary to authorize acquisition by eminent domain and the

whole series of events which began in 1987, should be helpful in getting the answers.

The tract in question is part of a large tract of mountain land, (approximately 50,000 acres) which was owned for many years by East Tennessee Iron & Coal Company, a Tennessee corporation with offices at Jacksboro. It was subjected to logging, mining, sand quarrying and similar purposes. About 1958, Koppers Company bought the East Tennessee Iron & Coal Company tract. Over the next few years, Koppers sold the State of Tennessee a right of way for I-75 across the property entering just

North of Caryville and leaving the property on Pine Mountain North of Stinking Creek interchange. Koppers also sold TVA the coal in place and mining rights on the tract. Over a period of about 20 years, Gennett Lumber Company and other loggers removed the marketable timber. TVA, acting through contractors, surface mined extensively on Short Mountain, Limestone Ridge, Cross Mountain, Hurricane Mountain, Massengale Mountain and other sites.

In the meantime, Koppers purchased many other large and small tracts of similar land in this area.

In 1985, Koppers sold the Old East Tennessee Iron & Coal Company tract on which TVA owned the coal and mining rights, to Worldwide Purchasing, A Mississippi corporation. **When Koppers sold this tract, it retained ownership of the so called doughnut hole.** The retained area extended from I-75 to the top of Turley mountain and included most of Fork Mountain, the Old Royal Blue camp, tipples at Royal Blue, Turley and Block and effectively created an island of Koppers-owned land inside the larger tract.



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The Braden Mountain Public Access Plan

by Stan Stooksbury -R.B.W.M.A. Area
Manager

The first draft of the Braden Mountain Public Access Plan (formerly the Road and Trail Plan) has been written and released to the advisory committee. This will be the first of many access plans for the Royal Blue Wildlife Management Area (R.B.W.M.A.) The R.B.W.M.A. is too large of an area and complex to formulate a plan for the entire area at one time. This large Wildlife Management Area will require several smaller plans. Each plan will be considered carefully to make the best possible decision on each road system. All of these smaller plans will eventually cover the entire R.B.W.M.A. On completion a public access plan will exist for the area which will be placed on a map which will be available to the public. This map will show the various types of roads and trails on the R.B.W.M.A.

The final Public Access Plan for each system will be the result of a long process and many steps. This procedure will insure that every consideration concerning each access can be taken into account during the decision process. This procedure will also allow all of the public a chance to review and comment on the plan.

The following steps will be followed during each Access Plan.

1.) The comments, concerns, complaints, ideas, compliments and opinions from the public, local residents, users, T.W.R.A. staff, companies and governmental agencies which utilize the area will be collected and reviewed.

2.) Each road and trail will be traveled, mapped and logged to evaluate the

present access system. This process takes considerable time and allows input by a lot of the users of each area.

3.) Consultation of staff and professionals and the review files and data concerning the area's endangered species, stream condition, coal reserves, future activities, wetlands and many other environmental concerns must also be studied.

4.) Write the first draft of the plan and distribute to T.W.R.A. personnel.

5.) Review the comments and write the second plan.

6.) Distribute the plan to the advisory committee for review and comment. Continue to gather comments from professionals and the public.

7.) Call for a meeting, if necessary, to discuss the plan.

8.) Write the third draft of the plan and distribute to public for comments.

9.) Review comments from the public and complete the final copy of the Access Plan for that particular system.

It is important to remember circumstances may occur in the future that require changes in the final access plan. Some of these circumstances could be mining activities, slides, land reclamation projects, and various construction activities, etc.

The process of making a decision on each individual access may be simple or complicated based on many different factors associated with each road or trail. There are many considerations which should be kept in mind while making a decision. Below are listed a few of the important points to remember

1.) The R.B.W.M.A. is a large area. It has an extensive access system (over 20

major and 60 minor entrances). Several new entrances have been made (some illegally) since the establishment of the W.M.A. Some areas have a history of certain type of use, which is evident in the present access system. For instance, the eastern side of Interstate 1-75 has been used more extensively by recreational ATV's and motorcycles. Consideration must be given to the size and miles of roads that can be properly managed.

2.) The present condition of many of these roads and trails vary. Some are in good shape and are ready to be designated permanent additions to the plans. Some of the roads and trails, however, exist in such a degraded state that they can no longer be traveled. Most of the roads and trails will require some type of repair even if they are to be closed. This will require man power and money. The condition of the roads must be kept in mind. All roads and trails must be maintainable.

3.) There are many roads and trails which are associated with serious environmental problems. Some of these are related to mining activities. The environmental problems include severe erosion, stream degradation, siltation (resulting in loss of aquatic life) and loss of vegetation (trees also). These environmental problems will need to be corrected no matter what decision is made on the roads and trails. The decision made will influence what priority we place on the corrective measures and how soon the work must be done. Environmental problems is a consideration.

and wildlife? How much regulation is needed? How much is too much? What positions should CORA take regarding development of the coal reserves on the property? How should TWRA make use of the vast reservoir of goodwill and energy available to it in CORA? How much involvement should CORA and like organizations have in the policy making process? Is the concept of an outdoor recreation area open to multiple use a workable concept? Can TWRA with present policies and mindsets adapt to a different approach to outdoor recreation? Can CORA keep a sufficient membership and energy level to be effective year after year in the ongoing process of developing this area?

In the coming years, these questions will be answered one way or another. CORA is in a commanding position to exert positive influence on this process. Whether we are able to do so or not depends on how well we are able to maintain membership, stay focused on objectives and above all, continue our tradition of unselfish approaches to problems.

Past successes in getting the property in public ownership and, up until now, exerting influence on how it is to be used are evidence of what we can do. Devising ways of continuing to be successful and effective is our present challenge. Think about it and bring your ideas to the next CORA meeting.

Threats by Worldwide to lease sections to private hunting clubs and groups led to the creation of CORA, a non-profit public corporation which leased the hunting and outdoor recreation rights on the Worldwide property and leased those rights on the doughnut hole from Koppers. After securing the right of the public to use the property on a year-to-year lease, CORA, along with Governor Ned McWherter, Deputy Governor Harlan Matthews, State Representative Jerry Cross, State Senator Randy McNally, TWRA, TCL, The Nature Conservancy and many others, turned their attention to getting the State to buy the tract so it could be preserved as an outdoor recreation area and mountain retreat for future generations of Tennesseans.

A long, complicated but successful lobbying effort with the Tennessee legislature and Governor McWherter

resulted in the passage of two bills. The first bill authorized use of money out of the "Wetlands Fund" to finance acquisition of the tract of land known as the "Koppers East Tennessee Iron and Coal Company tract". Please note that this authorization is limited to that particular tract. The second bill, passed at a later date, authorized TWRA to exercise the power of eminent domain if necessary to acquire that specific tract known as the "Koppers East Tennessee Iron & Coal Company" tract. Again, please note that the application of that bill is limited to that specific tract.

The net result is a situation in which funding with "Wetlands" money and the exercise of the power of eminent domain, as they relate to Royal Blue WMA are limited to acquisition of the Old East Tennessee Iron & Coal Company tract and may not be used to acquire other property.

The State of Tennessee acting through its Department of Finance and Administration successfully negotiated with Resolution Trust Corporation as liquidating agent for FDIC, the purchase of most of the property.

The so-called doughnut hole remained in land company ownership and efforts

by TWRA to negotiate a purchase were unsuccessful.

The necessity for acquisition is obvious. A large island of land not owned and controlled by the State of Tennessee, located in the middle of a public recreation area presents access and enforcement nightmares which needed to be eliminated.

Exercising the limited power of eminent domain, authorized by the second bill virtually completes acquisition of the old "Koppers East Tennessee Iron & Coal Company" property.

Campbell County Circuit Court will decide the issue of public "convenience and necessity" and if it issues the State a Writ of Possession, the only other issue will be just and fair compensation which will be determined by agreement or trial in Circuit Court.

The State Legislature and some future governor may decide to authorize acquisition of additional land, but for now funds and the use of the power of eminent domain are limited to the Koppers East Tennessee Iron & Coal Company tract.



How We Vote

by Frank LaGreca

One of the toughest questions to answer when you serve as part of a group like CORA, as a Board Member or elected official is: Who are you representing when you vote? Phrased a different way, we might ask... is your primary responsibility to serve the District or area you represent and vote their desires only, or look toward the "greatest good for the Association in general?"

Unfortunately, in our existing state of membership we have very little, if any, input from our respective areas, therefore, the response to the question seems clear. But it isn't that simple!

Since there is most often no input from our district membership on what we're voting on, should we consider "any" response we receive, technically to be called a majority? Is it logical to assume that we must vote the mandate

given by the district few, when in fact we may feel that we should vote the Board majority because it "feels right". Where does the "greater good of the Association" fit into the picture?

The problem here is that very often the members have little opportunity to participate in the total dialogue associated with voting on a particular issue. At one time or another we have all been exposed to a situation where we had formed definite views. Then, either through a written or verbal discussion of the issue, various points came to light and we changed our feelings on the matter. We were, in essence, exposed to new and convincing arguments.

Now, ask yourself this question. If you had been placed in the position of voting and had been exposed to new and

WMA Have Special Regulations

by Stan Stooksbury—Area Manager

Special regulations are required on all wildlife management areas (WMA's) to protect the land water, wildlife, and all other resources. This protection insures the enjoyment of all users for generations to come. As more and more land is closed off to public use it is reassuring to know you will always have wild and scenic areas to get-away from it all. These WMAs are open to many types of recreational activities. Sometimes these activities conflict with one another. It is necessary for all of us to remember to use common sense and courtesy when we use public lands.

There are 73 WMAs listed in the hunting guide as managed by TWRA. Each WMA throughout the state of Tennessee is unique. They all have different topography and characteristics. For instance the White Oak WMA located near the Mississippi River has bottom land hardwoods which are frequently flooded. Royal Blue, on the other hand is a mountainous area located in East Tennessee. White Oak WMA is popular for its duck hunting and has problems with boating traffic during the hunting season. Royal Blue WMA is popular for its grouse hunting and has problems with ATV and motorcycle traffic. Management strategies and regulations must be geared appropriately to match each WMA.

Royal Blue WMA has a tradition of use by many recreational activities. It has many existing problems and environmental needs. Regulations must be geared to take present uses, problems, and needs into consideration.

Some rules and regulations which apply to Royal Blue WMA are listed below:

1) No person shall damage or remove any trees, plants, dirt, gravel, or sod. Ginseng may be harvested during season.

2) No species of wildlife may be harvested except those authorized for the hunt and no animal killed shall be dismembered to the extent that its species and sex cannot be identified before checking out of the area. Any person involved in hunting activities must possess the appropriate WMA permits

(big game, small game, or Sportsman License). State wide bag limits apply. Turkeys count on the state wide bag limit, not as a WMA bird.

3) Use, possession, or transportation of firearms, bows and arrow or other arms and ammunition is expressly prohibited except when authorized. Firearms loaded with ammunition in either the chamber or magazine may not be transported in vehicles.

4) Hunting is prohibited in safety zones except where provided.

5) No litter or sewage of any kind shall be deposited or left in the area.

6) Possession of any alcoholic beverage, narcotic drug, barbiturate or marijuana while hunting within the management area is prohibited. No individual may be under the influence of these substances at any time while within a WMA.

7) Acts of disorderly, obnoxious, or boisterous conduct, including acts which interfere with the orderly process of hunting or interfere with the duties of a wildlife employee, are prohibited. Violators shall be removed from the area and/or prosecuted.

8) All motorized vehicles must be muffler equipped to suppress noise and be spark-arrestor equipped to prevent fires. Operation of motorized vehicles is confined to roads not designated as closed. Off road vehicles are restricted to roads open to other motorized traffic

and designated trails only. Driving off roads into fields, woods, or utility right-of-ways is prohibited for all vehicles.

9) Horses are permitted on roads and trails open to motorized traffic. Riding off roads into fields, woods, or on foot trails is prohibited.

10) On areas where overnight camping is permitted, arms must remain in camp except during legal hunting hours. Overnight camping may be permitted on designated areas by permission from the area manager. At present all of Royal Blue is open to camping. Side arms may not be carried except during proper seasons by persons carrying all the proper licenses and permits.

11) The temporary harvest tag which is part of the big game license, must be dated and attached to the carcass immediately after the harvest and the animal taken to the checking station.

12) Tree stands which are portable devices that do not injure trees can be used. The use of wire, nails, or other metal material is prohibited in the building or attaching of climbing devices or hunting stands.

13) Dogs are permitted during the training season. A permit is required for anyone training dogs on the WMA.

14) Duck hunting is permitted during season. A State and Federal duck stamp is required in addition to other licenses. Lead shot may not be used or possessed when duck hunting.

Vote, continued from page 4

convincing arguments would you have doggedly maintained your original position, no matter what? Is it possible that the individuals you are representing may also have changed their viewpoint if they had been privy to the same discussion?

There is no simple solution to this dilemma. We have all been given the maximum degree of latitude in deciding how to vote on any issue presented to us. We can vote consciously or unconsciously. Personally, my vote is for the "greater good of the Association."

\$ Reward \$

A reward of up to \$300 is offered by the Tennessee Wildlife Resources Agency to anyone giving information and/or testimony leading to the arrest and conviction of any poacher of a wild turkey in the state of Tennessee. An additional \$300 is offered by the Tennessee Chapter of the Wild Turkey Federation. Contact a TWRA office or the nearest chapter of the Wild Turkey Federation for details. All calls are kept in strictest confidence!

C.O.R.A. Minutes

August 3, 1993

Meeting commenced at 7:15 PM at the Campbell County Court House.

Invocation by Harry Burden

Roll call taken. Absentees: Tom West, Robert Burden. President Lee Asbury commented that he was very pleased with the attendance.

JULY minutes corrected to show that Hubert Rollen, representing the WILD TURKEY FEDERATION, also attended the meeting held by TWRA at the Eagle Bend Hatchery. Treasurer's report by Ray Wilson, approved as read. Ray noted that Board member JIM RAINS donated \$15 and asked that it be used to pay a year's Dues for someone who could not afford it. Donation accepted as noted.

NEWSLETTER discussed. Publication date around the end of August. All Ads and articles needed to be in by the middle of August, sooner if possible.

SPECIAL TWRA ROADS MEETING REPORT.

The meeting held at EAGLE BEND HATCHERY was attended by: LEE ASBURY, RAY WILSON & HUBERT ROLLEN.

HUBERT ROLLEN opened the report. He said, "roads #15 & 18, Pioneer & County line access roads in the BRADEN MOUNTAIN area, would remain open and most, if not all, short strip roads would be closed...along with all roads considered, "unsafe." However, no determining guidelines for "unsafe" roads was given. He also commented that the "STRAIGHT FORK mine reclamation project appears headed for an erosion problem." No further explanation noted.

LEE ASBURY commented that, in his opinion, TWRA will close as many roads as possible, mainly for liability reasons...which he described as "questionable liability." RAY WILSON expressed concern that what was on paper wasn't exactly the way it would finally be. That some of the statements made were so broad that they could be interpreted and acted upon in different ways.

However, in his opinion, TWRA would be cooperative in our mutual attempt to keep as many roads open as practical.

Ray summed it up by saying, "TWRA will make changes and suggest changes deemed necessary. That we need to be

around as "public Stewards of the property" offering our help and guidance, whenever possible, to insure that the changes are in the best interest and safety of the public and not just a matter of Management convenience."

Harry Burden announced that Dues for 1994 were due and would be accepted after the meeting, which he promptly adjourned at 8:25 PM

Frank LaGreca, Secretary

September 7, 1993

Meeting commenced at 7:10 PM at the Campbell County Court House, Jacksboro, TN, with 20 members and 15 Board members in attendance.

Invocation by Tom West.

Board roll call taken and absentees noted were: Gene Hinds, Ray Ivey & Charles Vincent.

August Minutes were approved as read.

Treasures report by Ray Wilson approved as read.

Jim Rains talked to ROYAL BLUE WMA manager Stan Stooksbury regarding the TVA/WTF planting program, Stan said they are planning to plant in September. Jim offered CORA member assistance if given enough time. Stan indicated he would consider it. Hubert Rollen, representing the Wild Turkey Federation and Board member, indicated that the planting contract would be let in September. There was no further discussion on the matter until later, when Stan asked to be recognized.

The CORA NEWSLETTER, was published. It was unanimously agreed that the NEWSLETTER would be distributed manually, by the members present. All of the NEWSLETTERS available at the meeting were taken.

Ray Wilson met with RON SAUNDERS of TWRA, for a road study. The study is to determine whether the roads in question are suitable for travel by the Handicapped; one road runs up behind the RB dedication areas, and the other is in the PINEY section.

Stan Stooksbury asked to be recognized.

Much was discussed with Stan regarding the special consideration needed for the Handicapped. He explained TWRA's success with a special fishing site and

believes a separate hunting area should be considered in ROYAL BLUE.

President Lee Asbury suggested we contact the Handicapped Association and discuss it with them and report back at a later date.

Stooksbury said the WTF/TVA planting and clearing project bid was due the week of the 6th of September. A 1.6 mile long by 70' side strip is to be completed by the hunting season to, hopefully, avoid any interference. TWRA & the WTF will provide the seed, according to Hubert Rollen.

Stan also indicated that the stocking program of the, Missouri LBL strain of wild turkeys would soon be underway. No locations were given but as previously mentioned, once announced, these sections will be closed to hunting to help the birds get started.

A member asked Stan about trail closings. He wanted to see more Dead End roads closed rather than thru roads. Stan once again discussed the BRADEN Mountain program, which he considered a long slow process.

Harry Burden asked Lee Asbury and Terry Lewis to enlighten the Board and the membership on what took place at a special meeting with CORA officers, called by Terry Lewis and Frank LaGreca. Those in attendance for this first meeting consisted of: Lee Asbury, Harry Burden, Frank LaGreca, Terry Lewis & Ray Wilson. The meeting and TWRA support the guidelines needed to organize and implement multiple-use activities in the ROYAL BLUE area.

Lee gave an overview and his support to whatever was unanimously approved, but indicated he could not personally get involved with all the activity contemplated. Terry Lewis presented the program discussed with the Officers to the Board, and a discussion followed. Finally, the decision was made to form a Spear-head committee. This Committee would define which of the many directions available we might need to take to achieve what CORA has stood for from the very beginning, the "Multiple Use" concept. This Committee presently consists of: Asbury, Conner, Ethridge, LaGreca, Lewis, McAfee, Shetterly,

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Braden, continued from page 3

4.) Some of the roads listed on the Braden Mountain Plan have slides, environmental problems and hazardous conditions. Some of these problems will have to be corrected. This will cost the state considerable money, man power, time and equipment. One hazard (slide) on the main road along Braden Mountain will cost over \$50,000. This repair is unavoidable and necessary. The capabilities of T. W. R. A. must be kept in mind while considering an access plan. The R. B. W. M. A. has a limited budget, two assigned personnel and one bulldozer. The staff will be responsible for the entire W. M. A. access system. Other sources of help will be required to maintain the roads. The budget must be considered.

5.) There are presently hazardous conditions which are life threatening. One incident last year nearly resulted in death and did cause a forest fire. Some of the hazards include high wall and slides. These hazardous access roads need careful evaluation.

6.) Some areas have few if any roads while others have too many roads and trails. Some areas look like a spider web on a map with roads and trails every few yards. Parallel roads also exist throughout the areas. In areas which have too many roads and trails, careful consideration should be given to select the best road or trail based on the factors listed in this text. The goal is to provide access to all parts of the R. B. W. M. A. while protecting the rights of all users of the property. In areas that presently have an over abundance of vehicle roads and trails, some accesses will be converted to foot trails, wildlife habitat and erosion control

sites. Within the concept of multiple use many requests have come in for a wild area (Montgomery Fork) and areas to hike without interference, noise or disturbance of motorized vehicles. Many of these people have voiced concerns about the presence of too many roads and trails on the area with no where to get away from these activities. Numerous sportsmen have also voiced displeasure with the number of roads, saying they can't get away from vehicles. We need to find a happy medium between the present conditions and the needs of all users.

7.) Future growth of motorized vehicle use is a major concern of the T.W.R.A. staff. Two public areas in which motorized vehicles have caused problems which required corrective measures is the Cherokee Wildlife Management Area and TVA's land Between the Lakes. Cherokee still has problems after corrective measures were taken. Public use of W.M.A.s with motorized vehicles (especially off-road) is on the rise. Since opening of the R.B.W.M.A. a drastic increase in off-road use has occurred. Many out-of-state groups and off-road clubs are using Royal Blue. Local users are now a minority. This is a trend that will increase to an unknown level. A public Access and Use Plan must be established, which will prevent unnecessary stress on the lands and habitat of the W.M.A. This plan must provide protection of the state lands before illegal use becomes out-of control or difficult to stop. Presently two motor-cross type races have been illegally constructed on and adjacent to the R.B.W.M.A. These race tracks crossed streams, traveled up steep slopes, cut down timber and destroyed vegetation.

Many miles of additional ATV type trails have been made on the R.B.W.M.A. since its establishment. This trend will increase with use unless proper plans are established.

8.) Wildlife populations are an important part of the W.M.A. which is directly dependent on its available habitat. Available habitat and quality of habitat can be directly affected by motorized vehicles. Heavily used roads and trails will prevent wildlife from using adjacent habitat. Improper use and selection of trails can result in adverse effects on the environment. Selection of the proper access should result in the least possible impact on wildlife and in some cases may enhance available habitat. Some areas will be especially valuable as wildlife food plots with funding from outside sources. T.W.R.A. should take advantage of these opportunities as they present themselves.

9.) Law Enforcement is a vital part of all W.M.A. Lands especially new ones. The access plan can enhance or reduce the efforts of local law enforcement. Several problems exist on R.B.W.M.A. presently. Illegal garbage dumps, littering and dumping of tires occur on main roads but especially on secondary roads of the R.B.W.M.A. Growing marijuana, illegal timber harvest and poaching of game also frequently occur. Many other violations also take place. These activities can be reduced by the proper selection of access roads and trails. Hiding lanes and blind dead ends are especially troublesome and should be avoided.



Walker & Wilson. As needs arise, more will be asked to contribute and direct the implementation of the "Multiple Use" programs.

The general consensus of opinion, although not shared by all is, that unless CORA can generate a force and a need for being, will cease to exist.

Tom West reported that State personnel told him that unless we participate in the trash pick up program, we would lose our recognition sign. The majority agreed that it would not be in our best interest to have this happen. A discussion followed on the pick up distance involved. Seems when the program was initiated, we had the membership to support and ambitious distance, not so today. Fred Walker motioned that we cut it to 2 miles, Ray Wilson amended the motion to include the Spring and second it. Motion passed. A pick up detail was then scheduled for September 18 at 8 AM and the 19th at 2 PM. I was unable to record those who picked up on Saturday & for the record, I need to know. However, on Sunday, the following were present: HARRY BURDEN, ROBERT BURDEN, FRANK LAGRECA, ERNIE LESTER, CHARLES LEWIS, TERRY LEWIS, MCAFEE's - MIKE, SHARON, ASHLEY & ANGELA, JIM SHETTERLY, PERRY VINSANT & FRED WALKER. Sixty three (63) sacks were counted for Sunday.

Meeting adjourned at 8:50 PM

October 5, 1993

Meeting commenced at 7:15 PM at the Campbell County Court House, Jacksboro, TN with 15 members and 14 Board members

Invocation by Harry Burden.

Board roll call taken. Recorded as absent was Gene Hinds. Excused were: Lee Asbury, Ray Ivey and Tom West.

September Minutes read and approved.

Treasurers report by Ray Wilson, approved.

Jack Ethridge opened the meeting with a discussion regarding our responsibility for trash pick-up on our designated State road. He suggested that we organize the program using special interest groups; such as: ATV's, hikers, etc. Idea found acceptable and tabled for further discussion at the OCTOBER meeting.

Hubert Rollen reported that the food

plot planting program was going well and he was presently working to add four more fields and a catch pond to the program. Also commented that only one more WTF member was needed to approve and additional \$8,000 to the TURKEY RESTORATION PROGRAM, with the approval \$4,000 in matching funds would be made available. This lone influential member was due to be contacted.

Mike McAfee only superficially discussed the SPECIAL TASK FORCE meeting with Business Consultant, Ms. SUSAN BROWN, on the guidelines needed to organize and implement multiple use activities in the ROYAL BLUE area. Since we're only in the "brainstorming" stage, no significant information on the program is presently available, said McAfee. Another meeting will be scheduled with Ms. Brown. President Lee Asbury, through Chairman Harry Burden, commented that he was told by TWRA Director GARY MEYERS, that they were having some difficulty purchasing 3800 acres within the ROYAL BLUE area, known as the "doughnut." Mr. Meyers wanted to know how the CORA Board felt about the possibility of starting

"CONDEMNATION" proceedings to purchase the property. The Board, after a considerable amount of discussion, was apprehensive in their unanimous agreement. They asked that the Minutes reflect their concern and note that, "condemnation must not involve a private citizen's land or home." Harry Burden said he would return the decision and the concern to Lee for forwarding to Mr. Meyers.

Jack Ethridge, suggested we hold an "ATV POKER RUN" to raise funds and to generate overall CORA awareness. A discussion and description of the event followed and it was pretty much left up to Jack to get it organized and run. The Minutes do not reflect any additional comments or follow-up on this suggestion. Jack announced that on October 27 & 28, a 7 to 8 hour ATV ride would take place on ROYAL BLUE, anyone interested...see him.

Hubert Rollen suggested getting permission to build a building on the ROYAL BLUE AREA for scheduled public use. Discussion followed but no decision on follow-up noted.

Meeting adjourned at 8:20 PM
Frank LaGreca, Secretary



Know Your Vehicle's Limits

by Frank LaGreca

ATV riders must think safety first. For example, although ATV's have become very popular with our nation's farmers, it is not a tractor! It can only carry limited loads on its front or rear racks. While it can be used to tow a trailer or plow snow, it can only do so within the limits of its design.

ATV engineering and field testing has determined that excessive cargo weight limits the vehicle's ability to steer, to handle bumps, and decreases its stability. That's why many front racks can only handle about 75 pounds and the rear rack about 175. (check your manual for your vehicle's limits) If your cargo weight is odd-shaped and displaces weight unevenly (even if it's within the prescribed weight limits), don't load it on the machine!! Tall cargo can be worse, since it raises the vehicle's center of gravity, upsetting its balance. Cargo where one end is substantially heavier

than the other can also upset the vehicle's balance.

Weight should be centered between the ATV's wheels, and height should be limited so as not to obstruct a rider's vision and balance.

If there are special requirements for cargo, check with your specific ATV dealer. He has an array of racks, some with special extenders or enclosures, that can suit specific requirements.

Likewise, ATV's and six wheelers are limited as to their towing capacity. The vehicles have about a 30 pound tongue weight capacity which enables them to haul a predetermined number of pounds. Again, check your manual or your dealer. Remember, your ATV is neither a tractor or pickup truck and it is unsafe to overtax these vehicles design limits.



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Sound Off

Everyone likes to go trail riding at Royal Blue, but nobody wants to do anything about keeping it clean or staying off the grass and on the trails. It seems to me that nobody wants to follow the rules, but before long if the people who ride don't get with it, they will not be able to ride at Royal Blue. Who's fault will it be?

What we need is everyone's support and cooperation to help police our own ranks and help to keep a clean, safe place to ride, a place to camp, hunt and just to have fun.

I have been going up to Royal Blue for 25 years and I wish we had a place to park. Like a big parking lot where people could park and not have to worry about some inconsiderate rider riding wide open on a dirt bike or 4 wheeler, blasting down the gravel road and dusting everyone out.

If everyone would help out and join us to make it a better place to ride, hunt, camp and enjoy, then there would be fewer major problems with ATVs. So

everyone please help us keep those people who don't care about the land, those who ride on the grass and blast down the gravel roads and don't pay attention to the rules. Get on them and let's weed them out. Thanks for your help.

Jim Sharpe-Knoxville Honda

Clarification

It seems that in the second edition of the newsletter in the comments about Sugarlimb Trail T.W.R.A., representatives and possibly some others read into the story that I had said T.W.R.A. was responsible for the destruction of Sugar Limb Trail. I am sorry and apologize if I didn't make it clear, but if you've read the article I plainly state I don't know who destroyed the trail.

Jack Etheridge

Limits, continued from page 9

Any ATV or six wheeler has limitations not only in the power to move a load, but limitations in the power to control and stop a load. That's how ATV engineers arrive at specific tongue weights and towing capacities. These are limits that permit riders to maintain safe control of both the vehicle and its cargo. Excess tongue weight affects an ATV just like any other four-wheeled vehicle. The greater the weight on the trailer ball, the less weight on the front steering wheels. Impaired steering ability results. If the towed weight is excessive it can overtax the machine's braking system, upset the vehicle's balance, and cause loss of control.

Common sense would tell you that while ATVs and six wheelers were designed to handle a variety of chores, they weren't designed to handle heavy duty jobs requiring trucks and tractors. Know Your Limits!!

