

CORA



Promoting Outdoor Recreation

CAMPBELL OUTDOOR RECREATION ASSOCIATION

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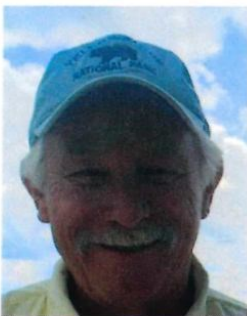
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Cartoon and photos



CORA PRESIDENT'S LETTER

Terry Lewis- CORA President



Off Highway Vehicles (OHV)

An in-depth look into the North Cumberland WMA, OHV program.

While the benefits of Off Highway Vehicles are many, there are also many challenges and a few curses too. Let's explore the bene-

fits of OHV uses. Older people like me can still enjoy the beauty of the back county with relatively little physical exertion. Hunters can travel to long-away hunting spots with ease, carry their heavy gear and haul out their harvested game. Huge numbers of older hunters would simply quit hunting if they had to lug out a deer up and down the mountain sides as they are simply no longer physically capable. A large number of users simply wish to see the beauty of the backcountry's vistas and the flora and fauna of these wonderful mountains. Other us-

NEWS FROM THE NORTH CUMBERLAND

RECIPE

Keith Thomas - Area Manager

As we draw closer to the end of another year, there is much to reflect on. The North Cumberland Wildlife Management Area remains a destination hot spot for a multitude of outdoor enthusiasts, and I feel that use is at an all time high in some respects. OHV use and hunting remain at the top of the list for most users. High use requires a lot of attention from the TWRA management staff here and we have been busier than ever. As the stewards of this area, we are consistently evaluating ways to accommodate all user groups so that this vast public land can be shared in harmony.



This year's 2023 elk hunt has maintained the status quo of the last few years. 12 of the 15 elk tag recipients successfully harvested a Tennessee bull elk. At least three of the bulls hit the 300" mark.

We are currently in the muzzleloader portion and will

soon move into the rifle portion of the 2023-24 deer season. Harvest seems as steady as ever. Several members of the management staff feel we are finally starting to see a recovery from the 2 episodes of Epizootic hemorrhagic disease (EHD) that swept through over the last 15 years. On the Ed Carter Unit, this will be the second deer season having an antler restriction in place and we have yet to receive a negative comment on that management strategy. We have seen several pictures of some great bucks harvested on the area and we wish all hunters the best of luck with the rest of the season.

As most know the Agency has been closely examining the OHV program on the North Cumberland WMA this past year. The OHV program was officially created as a pilot program in 2005, and since then has not been modified to accommodate the exponential growth we have seen in the last 10 years. Our goal is to enhance safety and add structure to the existing OHV program and ultimately create a pathway to a more manageable and sustainable OHV program for now and in the future.

Leftover Ham and Great Northern Beans

Ingredients:

2 lbs package dried Great Northern Beans, washed and drained

1 ham bone with 1 lb. ham cubed

6-8 cups water

salt and pepper

1 onion, chopped

Directions:

In a large pot, add beans and cover with water. On medium high heat, bring to a boil.

Turn heat to medium low heat and cook until tender, about 4-6 hours. Add chopped onions and cook 30 minutes longer. Salt and pepper to taste.

Serve with a pan of cornbread.



CORA MEETINGS SUMMARIES

January 3, 2023: TWRA's Rusty Dunn spoke to calculations into exploring user numbers and monetary generation by OHV users on the North Cumberland WMA. A \$970,000.00 grant for 40 miles of trail in the New River Unit was detailed by Dunn. The number of equipment operators, verses miles of trails to maintain, and the cost per mile to maintain trails was discussed. On average, 1 operator can maintain about 100 miles of trails. Dunn spoke to the NCWMA being the "hub of OHV riding" for the state. TWRA's Joe Elkins spoke to the land size of the NCWMA and management objectives. Southeastern Program Manager for Tread Lightly, Lowell Eckert, entered into a presentation on the Tread Lightly Program. This program originated with the U.S. Forest Service, then morphed into a nationwide nonprofit organization promoting responsible recreation through stewardship, education and communication.

February 7, 2023: CORA President Terry Lewis discussed the gathering of very detailed data on OHV issues that had been occurring, but suggested CORA move on for

the time being on such discussions. Glennis Monday advised of upcoming litter control events: Tackett, Ride Royal Blue, and on Norris Lake. North Cumberland Manager Keith Thomas presented his "Off Highway Vehicle Smart Card" concept. He passed out samples of the preliminary workup. CORA made a motion to participate. Jason Vanover discussed becoming a partner with Tread Lightly. CORA would be able to use Tread Lightly materials and videos when the partnership is completed. Bill Stanley and Terry Lewis gave a report on attending the recent elk capture and health check on the NCWMA.

March 7, 2023: Sheila Westray gave a report on the new Campbell County OHV route maps that will soon be available for distribution. NCWMA Manager Thomas updated CORA on the new OHV Smart Card and how it was progressing through TWRA's legal division. CORA voted to formally allow the use of its logo on the card. Chairman Bill Stanley addressed CORA taking a more "outward facing" stance, being more involved in the community and having outreach

booths at local events. Ronald Lambert spoke to an upcoming grant cycle involving a recreational plan for the region.

April 4, 2023: Many detailed issues were visited: Bill Stanley recapped the more "outward facing" CORA image. An invitation to attend Earth Day at Clear Fork Institute was discussed. Remediation of problem trail areas were looked into. The May 19th visit of the Tennessee Fish and Wildlife Commission

Commissioners touring the NCWMA was announced. An upcoming meeting between Terry Lewis and TFWC Chair Tommy Woods was announced. A detailed report on expansion of the elk herd was given as well as a run down on the most recent harvest figures for deer, bear, elk, and turkey. Senate Bill 621 concerning indiscriminate baiting of game and House Bill 265 concerning carcass transportation to help hold down CWD numbers was discussed. A date was set for the Wounded Warrior Hunt, 4-29-2023. Glennis Monday reported on the Powell Valley Marina Clean Up and gave the date for the upcoming Ride Royal Blue Clean Up,

CORA MEETINGS SUMMARIES Cont'd

May 13, 2023. Ronald Lambert hopes to get the state's tourism director out on the trails in the near future.

May 2, 2023: Terry Lewis discussed the meeting with TWRA Director Maxedon and TFWC Chair Tommy Woods commenting that we may well be on the way to solving some of the complex usage problems on the NCWMA. Dr. Gabe Schwartzman addressed the CORA board and invited them to a Community Workshop event on June 23, 2023, at White Oak Elementary School. A summary of the 19th annual Wounded Warrior Hunt was given. The best weather ever for the event was said to have occurred. Ron Lawhorn added "Another wonderful event that the people of Campbell County can be proud of. A smooth operation. A good shot of inspiration!"

June 6, 2023: The recent trail ride by the TFWC Commissioners on the NCWMA was discussed. The objective was to familiarize the commissioners with the quality of the trail system, high usage, and challenges due to the popularity of the area for OHV riders. The CORA board decided to

cancel the July meeting due to the meeting date falling on the 4th of July holiday. Campbell County Sheriff Wayne Barton discussed the uptick of citizen complaints: loud night riding and disrespect for private property. He expressed his wish to work with CORA and TWRA to identify effective solutions.

July 4, 2023: Meeting cancelled due to the holiday.

August 1, 2023: Fred Jordan, TWRA equipment operator, reported the trails were good and dry. Lewis informed the board that one position was open. Sheriff Wayne Barton was nominated and accepted a position on the CORA board. Ron Lawhorn made the motion to keep the board's present slate of officers by acclimation. The motion was accepted. Manuel Mesa, Campbell County Chamber of Commerce, spoke about obtaining CORA's assistance for getting Chamber members transported to and from the elk tower. Mesa also invited CORA to set up a booth at the Louie Bluié Festival. NCWMA Manager Thomas spoke of trail maintenance, upcoming prescribed burns,

and an extra \$100,000 in road net funding over a 5-year period. The selection of Campbell County Wildlife Officer Brenden Marlow as the first ever Manager of the Tackett Creek/Ed Carter Unit was announced. Thomas also announced that elk coordinator Brad Miller had left that position to become private lands coordinator. Stanley and Lambert spoke about their attendance at the Clear Fork Valley Recreation planning meeting. Sharon Petro addressed the board on several topics from Hunter Education classes to are recreation planning.

September 5, 2023: A report was given on Ron Lambert, Glennis Monday, and Bill Stanley representing CORA at a current class of Campbell County Leadership during a trip to the Terry and Jane Lewis Elk Viewing Tower. Lambert gave an update on the Clear Fork Valley Recreation planning meeting that CORA had been invited to attend. Hunters For The Hungry, the annual CORA barbeque, and a cleanup at Shanghai Boat Dock were discussed.

October 3, 2023: Sheila Westray spoke about a large group, "UTV Legends", with 14,000 members possibly do-

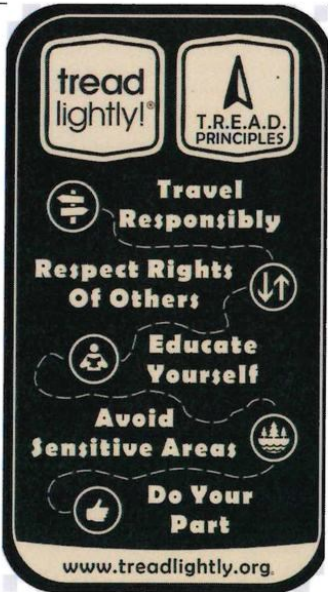
CORA MEETINGS SUMMARIES Cont'd

ing volunteer work when she gave the trail report. Glennis Monday gave a report on recent litter cleanups. Sheriff Wayne Barton discussed the recent Louie Bluie Festival and the booth he and Glennis Monday manned from which they spoke to many folks about CORA. Manuel Mesa, Campbell Culture Coalition, spoke to the success of the festival. Final details were given on the CORA barbeque to be held at Shelter 5, Cove Lake State Park, at noon on October 21, 2023. NCWMA Manager Keith Thomas gave updates on the elk archery hunt. He also detailed how he will separate harvest data into six reporting units on the North Cumberland Wildlife Management Area: Ed Carter, Highcliff, Sundquist, Royal Blue, New River and Otey Mills. This will provide a better overall data set on harvest statistics.

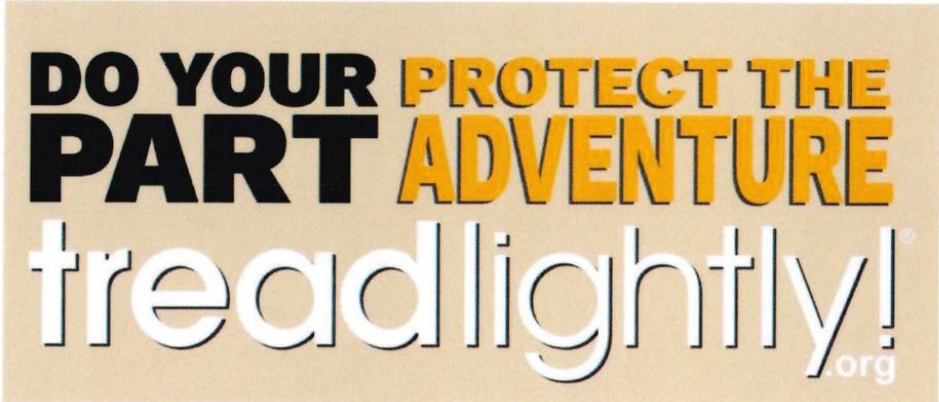
November 7, 2023: A recap of the annual CORA barbeque was given with attendance being noted as light. NCWMA Manager Thomas highlighted the recently concluded elk season. The poaching of an elk was discussed along with a combined reward of \$5,000.00 being offered on

the case. The meeting then turned to the topic of "1660-01-28-03 Wildlife Management Area and Designated Area Permits and Fees". The Tennessee Fish and Wildlife Commission has proposed a new scale of fees for both resident and non-resident users to access the NCWMA for OHV riding. A lengthy discussion was then taken up involving both the CORA board and many individuals in the audience, with widely diverging opinions and ideas presented. President Lewis ended the meeting with the admonition to visit the TWRA website and contribute one's opinion(s) on the matter in the public comment section, or attend the next TFWC-meeting on December 8, 2023 in Gatlinburg.

The TFWC has since tabled the above proposal until more precise data is gathered and studies are completed.



PROMOTING RESPONSIBLE RECREATION THROUGH STEWARDSHIP, EDUCATION AND COMMUNICATION. PLUS WE GET OUT THERE AND LIVE IT.



CORA PRESIDENT'S LETTER Cont'd

ers wish to enjoy the adventures of traveling the old dirt roads and trails. Still others wish to see just how far they can go through a deep mud hole in two-wheel drive, creating extremely deep ruts in the process.

The challenges of the OHV uses are many and some are downright difficult to address. Many hunters use their machines to get into that special spot that holds promise but they in turn do not wish to hear anyone else traveling by on their machine as they think it scares away potential game. So excessive noise is a negative to most hunters. Then we have the environmental impact issues. Some are difficult challenges to manage like the siltation of the stream crossings. Freeze and thaw of the wet muddy trail surfaces causes muddy runoff and enlarging of the ruts and eroding of the trails. The result is a never-ending maintenance challenge.

Then we have the users who wish to see how far and how fast they can go. This type of user endangers not only himself but any others that he might encounter while traveling at warp speed. This user is the type that will attempt to

climb any hill that remotely looks challenging. There are others that don't respect other users with bright headlights failing to dim them for oncoming traffic. Additionally, we have users that trespass on private property, with no respect for their privacy. There are inconsiderate users with extremely loud mufflers, and those who crank their stereo boom boxes up at full blast at 2 am in the morning, as they fly past sleeping campers and local residents' homes. We also have users that do not abide by the law and travel roads not approved for ATV travel, or after dark which is not legal in some communities.

How do we expect to manage all of these challenges. Some issues are being managed by a good and solid TWRA trail maintenance program funded by TDEC grants and by the sale of impact permits. But many of these challenges are not being successfully managed due to the lack of adequate funding. Currently the OHV program is spending approximately \$425,000.00 annually, most of which comes from TDEC grants. Some think that to adequately manage the entire trails program would require 3 or 4 times

that amount. The program needs at least another equipment operator and the heavy equipment to maintain the trail system. So, if we double the cost to \$900,000.00 and that amount does not address the protection of the stream crossings with culverts, large stone and silt fencing to further slow-down erosion and siltation. This is critical to protect the clean water requirements of the current TDEC rules. So, add another \$250,000.00 in materials and installations. All this and still the program needs additional law enforcement and an educational element to help certain users to understand how reckless use and careless operation can have negative impacts to the entire OHV program. Therefore, we need additional funding for more law enforcement personnel and equipment along with funding for the educational component, say another \$250,000.00 and we are into some serious money.

In order to adequately fund this OHV program above and beyond the TDEC grant funding will require another million or so from the sale of user permit funding. That simply means higher permit fees, that are directly routed back to the OHV program. However, we must be reasonable in that ap-

CORA PRESIDENT'S LETTER Cont'd

proach to not create a knee jerk reaction of the user base. There are several other privately owned and operated OHV riding areas with permit fees, and we can certainly understand that those private ventures want to see a profit on their bottom line. The North Cumberland WMA is unique and should be considered a non-profit venture as it is public property. The proposed fee increase should be reasonable to start with, straightforward, and easily administered; and once adequate data is collected, fees could be reasonably adjusted to fit the additional cost for a proper management program.

Tennessee Code Annotated Title 70, Chapter 9- Tennessee Off Highway Vehicle (OHV) Act (2004) states:

TCA 70-9-106 – Funds received by TWRA under this chapter shall be used exclusively for funding the operation and management of the OHV Program.

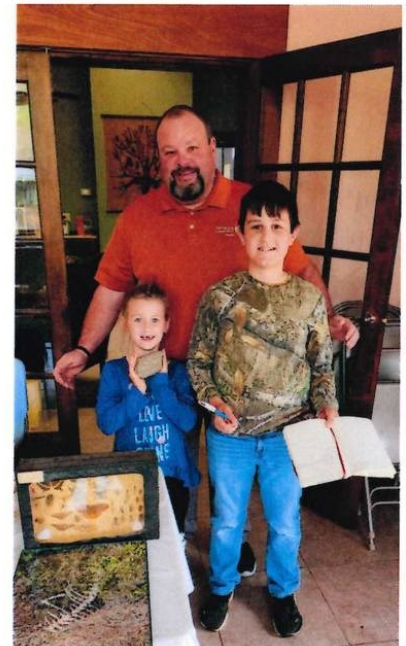
Intent is for the OHV Program to be self-funded.

Use of any existing or future Agency resources outside the OHV Program shall constitute a diversion of funds. The funds collected must be directed and spent on the OHV program.

Many of the stakeholders are asking for a management pro-

gram that is properly funded, has a strategic plan, is easily administered, transparent, and all of those funds collected to be accounted for and expended exclusively for the OHV Program. Additionally, stakeholders wish to be good stewards of the land and use of the resource. Stakeholders must be at the table when creating the new proposal for the reasonable fee increases and work in concert with the agency and to shoulder some the push back that will no doubt happen from the users and with the many businesses who have invested hundreds of thousands, and some with millions of dollars in Campbell County and have profited from that investment. The OHV program is a massive economic engine with an economic impact of millions of dollars to Campbell County.

A very wise man named Lee Asbury once told me that “reasonable regulation is reasonable”. Let’s all work together with the agency to find a reasonable fee increase that works to build the best management system that helps protect the resource and the Trails Program the North Cumberland WMA deserves.



Ron Lambert, at a CORA outreach, with some of the next generation that will be enjoying the outdoors.



The back of the OHV Smart Card with those sponsoring the initiative listed.

BUSINESS AND PROFESSIONAL DIRECTORY



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NCWMA Manager Keith Thomas is shown Handing CORA President Terry Lewis a sample of the OHV Smart Card.

JACKSBORO BODY SHOP

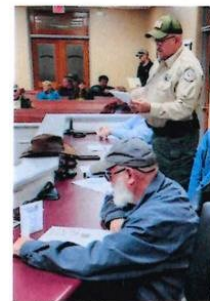
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Harry Burden



CORA VP Ron Lambert, Chairman of the Board Bill Stanley and Secretary Mark J. Tidwell at Clear Fork Institute for Earth Day.



**6307 Strinking Creek Road
Pioneer, TN 37847**



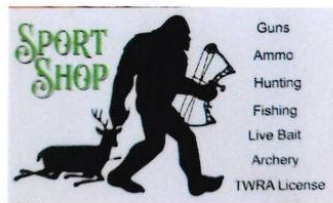
Campbell County Litter Control Officer, and CORA Board Member, Glennis Monday detailing litter cleanups.



The Nature Conservancy works in more than 70 countries and territories, and all 50 states. Our global headquarters is in Arlington, Virginia.

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CORA board members Tommy Overton and Jason Vanover listening to discussions at a meeting in the Jacksboro Courthouse.

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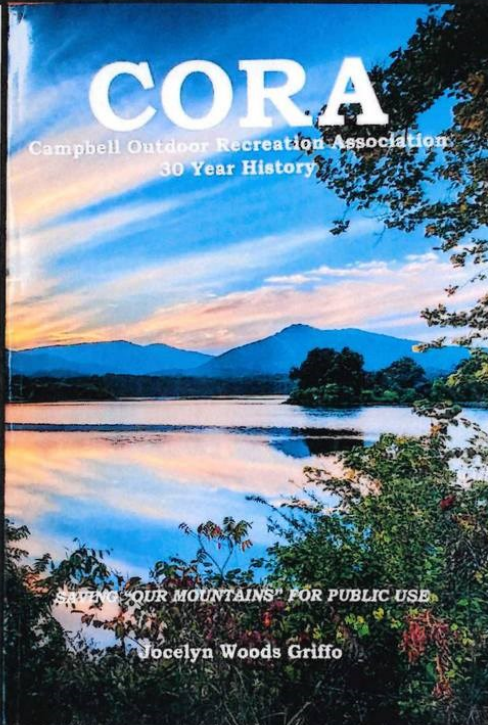
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- Ed Carter/Tackett Creek Manager
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- Brenden Marlow



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Geologic Feature Highlight



Mark J. Tidwell

“The Bridgerock”, as it has been locally referred to for decades, is a sandstone rock feature formed by the forces of water and time. It is located on Pine Mountain between Highcliff and Primroy on the High Cliff Unit of the North Cumberland WMA. Nearby Primroy Creek is a wonder as well, flowing for considerable distance over a solid rock streambed.

The Bridgerock was featured on WBIRs “Heartland Series”, Volume 14, Episode 30, “Swift’s Silver Mine”, several years ago. The legend of a lost silver mine has persisted for hundreds of years in our area. As a matter of fact, according to “Land of the Lake” by Dr. G. L. Ri-

denour, Highcliff was first settled by those probing the area for veins of silver.

Speaking to the Knoxville, LaFollette and Jellico Railroad’s (later acquired by the Louisville & Nashville Railroad and presently CSX) route through the area, Ridenour says; “There was a rush to secure the right of way through the narrows south of Highcliff to the south from Jellico. This pass had been known to the first hunters and here the men connected with various schemes connected with the legends of Swift’s Silver Mine story had made their headquarters. All sorts of wild stories had circulated about the country around Highcliff in pioneer times. Whether John Swift, Hazlett, Blackburn, McClintock, Ireland and Staley and others had ever

‘made money’ from the silver mine or not ‘metal hunters’ have prospected along every stream and under every cliff in this wild, rugged mountain section.”

Having lived in Highcliff for 59 years, I have seen many treasure hunters come and go from the area. Despite maps, tales, and hundreds of years of search efforts, if an ounce of native silver has ever been found on the area, it has yet to be documented. Despite tales of someone’s third cousin’s wife’s great grandpa having found heaps of silver bars, the whole Swift’s Silver Mine saga has been, and remains, 99% legend. An occasional silver trinket has been found, but was in all likelihood borne from elsewhere and lost here in the hills and hollows.



Mark J’s brother Ray coming off the mountain in a 1948 Willys Jeep (we had several through the years) circa 1970ish.

Geologic Feature Highlight.....Cont'd

I have journeyed to the Bridgerock since a tiny lad. Some of my earliest memories, late 1960s, are of being cradled in my mother's arms as my dad bounced us up the mountain in an army surplus 1941 Willys Jeep. I'd take along some Tonka toys to play in the mountain sand by the Bridgerock. On top was a vineery of muscadines. Dad would shinny up trees and pick the wild grapes. My mother would make jelly from them, while my grandfather preferred to turn them into wine. I've been to the Bridgerock on foot, on ponies and horses, on a Ford 8N tractor, in Jeeps, Blazers, Broncos, trucks, on dirt bikes, ATVs and OHVs. I've never ridden a bicycle there, and nearing 60, that is certainly not on my agenda!

The Bridgerock, back during my first visits, was overshadowed with substantial timber, with all the cliff faces lined with thick rhododendron and huge cinnamon ferns scattered about the mix. Today, a visitor to the Bridgerock will find pretty much bare sand and rock immediately around the geologic feature, unsightly spray-painted graffiti, and signs of much human traffic.

There were once several

carvings on the Bridgerock. One, on the top flat surface, was referred to by locals as "the Indian blanket". It always looked to be more pioneer or settler carved to me, with perhaps the ridge of Pine Mountain scratched in stone and the accompanying drainages detailed. Regardless, one has to look very closely to see any remnant of the weathered carving today.

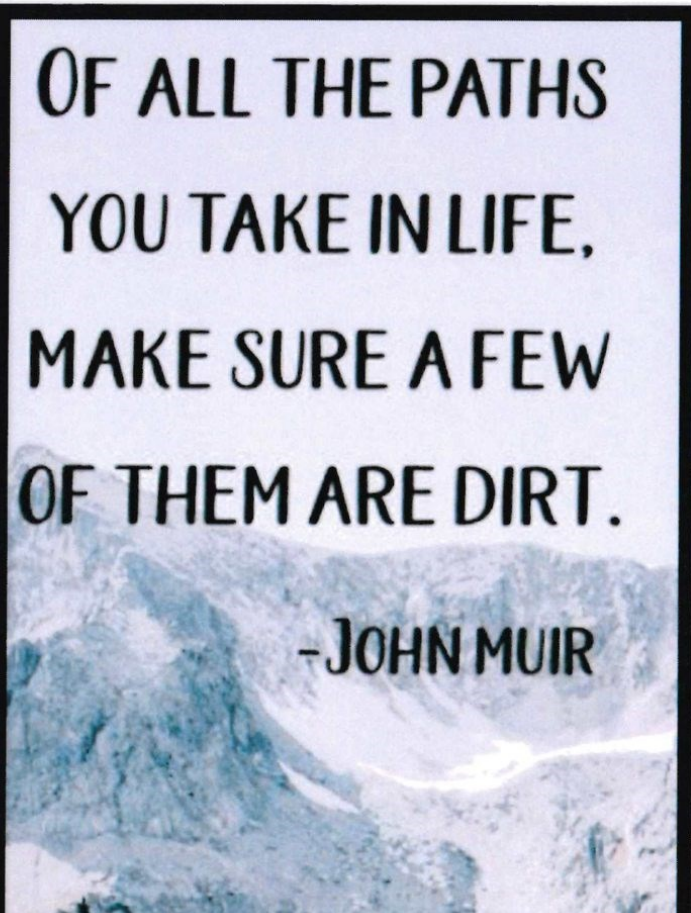
Along with these words, I will include a very early photograph of the Bridgerock. It is from the Rodeheaver family of Jellico. Homer Alvan Rodeheaver was a famous trombonist from Jellico who toured the world in the 1920s and 1930s with the great Billy Sunday evangelistic crusades. The fellow on horseback, Thurman Hall Rodeheaver, was his father and was a Civil War Veteran. Homer Alvan had a nephew. Lt. Homer Logan Rodeheaver, a WW2 P-51 Mustang pilot, recipient of the Distinguished Flying Cross, who was killed in action near Mecklenberg, Germany, May 21, 1944.

The Bridgerock is currently designated a foot traffic only area. Discovered at long last by social media, it has hosted more visitors in the last 3-5

years than it probably had it all the history that came beforehand. Native Americans no doubt visited the Bridgerock and it would be interesting to know what they called it and if they looked upon it with any sacredness. Natural arches are a wonderful and rare piece of nature's handiwork to observe. We are fortunate to have such a fantastic one here in our area! Please tread lightly when visiting and help preserve it for future generations to enjoy.



Mark J's beloved little English setter, "Alice the Bird Dawg", on a trip to the Bridgerock. Alice has logged several thousand miles aboard an ATV and several thousand more miles afoot in the woods.



Meetings 1st Tuesday of every month Jacksboro Courthouse 7:00 pm



**IN GOD WE TRUST
PROUD TO BE AN
AMERICAN**

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