

SHORELINER



BOONE LAKE ASSOCIATION

P.O. Box 111

Piney Flats, TN 37686

www.boonelakeassociation.org



www.facebook.com/boonelakeassociation

WATCHING THE WATERS

April 2015

Letter from your President



Ron Siegfried

When I accepted the position of your President for 2015 (which started on October 1, 2014), I had not envisioned this recent scenario. The rumors have been running rampant for the past 4 months. As they say, there is always some truth in a rumor, unfortunately!

The Johnson City Press stated it well in their Sunday Edition on February 15, 2015:

Will Boone Dam's woes leave lake linked events "High and Dry"?

These rumors were laid to rest on February 26, 2015 when the TVA held a press conference for first the marina owners followed by the media. Your BLA was also invited to the conference. Everyone is now well aware of our lake situation. There is no one to blame for this natural occurrence. Sinkholes are becoming a common occurrence around the USA. We live in a karst region, the home of numerous caves. We are just the latest victim of Mother Nature's creations, sinkholes. It just so happens this one is next to a dam. TVA's biggest concern is the safety of those living below the dam. I am sure you would feel the same if you lived there!

There are so many causalities from this situation. First, our seven marinas will lose much of their revenue for 2015 into 2016. The lake property owners will have NO LAKE! Recreational users will have to find nearby lakes. Our backyards will take a step back to pre-dam era, over 60 years ago.

So what do we do as members of The Boone Lake Association? We cannot get angry at the TVA or your BLA. I know we can easily state we will not renew our membership for 2015 if we cannot use the lake! Don't take your anger and frustration out on us! We have built a stronger organization in the past several years. We have built a great team of 3 employees dedicated to keeping the lake clean. We have heard nothing but praise on the cleanliness of Boone Lake. Our efforts will continue on in 2015. The lake bed has trash that has not been visible for over 60 years. It is our intent to clean this lake bed all summer. When the lake comes back in 2016, it will be the cleanest in over 60 years. This can only happen if all our members continue their diligence in supporting their BLA. If your support dies, the BLA will suffer. Reduced membership means insufficient funds to pay our 3 employees. We have worked hard to better this association. Your Officers and Board Members are all VOLUNTEERS! Over 90% of your dues goes to pay our 3 employees.

I am sure you are asking yourselves, "What are we going to do this summer"?

- ~ Take day trips to our beautiful mountains
- ~ Go camping with friends and family
- ~ Visit our State Parks
- ~ Hike, canoe, kayak
- ~ Go to a baseball game
- ~ Build your new dock, replace deteriorating Styrofoam, shoreline stabilization, encase pilings
- ~ Support your Boone Lake restaurants
- ~ Take a summer vacation
- ~ Visit with distant family
- ~ Use your boat on one of our other lakes.
- ~ Use your imagination, get creative

We live in Paradise! We have the time now to explore some of our other beautiful sites.

In closing, let us be positive!

Continue your support of your Boone Lake Association!

Thank you!

Ron Siegfried

For updates on the Dam, go to TVA website at:
www.tva.com/boonedrawdown or www.tva.gov

Your opportunity to win

CASH for TRASH

www.boonelakeassociation.org

16th Annual

Boone Lake Cleanup Day

Saturday ~ April 25, 2015

Register and Pick up your bags starting at 9AM at the locations listed below. Return your full bags by 3PM.

NOTE CHANGES!

Accessible by Land Only!

Bluff City Ramp	Sonny's Marina
Davis Boat Dock	Lakeview Marina
TWRA/11E Ramp	Serenity Cove Marina

NOTE CHANGES!

Accessible by Water & Land

Boone Lake Marina
Rockingham Marina
Jays Dock (at Pickens Bridge Ramp)

! Pick up Lake Litter during the day using trash bags provided.

1. Take your trash to the marinas / docks / ramps named above and get a "door prize" ticket for every bag of trash you turn in. Each registered participant will receive a wristband for admission to the volunteer picnic and an event T-shirt.
2. **Come to Winged Deer Park for free picnic. Food serving starts at 4PM; prize drawings start at 5PM. (You must be present to win.) Bring along your lawn chairs.**

For more info, call the Boone Lake Association at (423) 956-6615

Johnson City Parks & Recreation at (423) 283-5827

Presented by the following sponsors (note: 2014 Sponsors listed).....



2015 BLA OFFICERS AND BOARD MEMBERS

OFFICERS

Ron Siegfried - President
Dennis Scheer - 1st Vice President
Zenda Galyon - 2nd Vice President
Larry Larson - Treasurer
Ann Larson - Secretary

BOARD MEMBERS

Ken Bronner
Denny Deveraux
Jerry Frank
Jay Wise
Frank Young



Pictured left to right: Jerry Frank, Larry Larson, Zenda Galyon, Frank Young, Ann Larson, Ron Siegfried, Dennis Scheer, and Jay Wise. Not pictured: Denny Deveraux and Ken Bronner

BOONE LAKE ASSOCIATION COMMITTEES FOR 2015

Boone Lake Association seeks additional volunteers for the various committees shown below that form the backbone of the organization.

LAKE OPERATIONS

Monitor lake cleanliness including supervision of clean-up employees.

WATER QUALITY

Monitor water quality each summer through routine sampling and analysis at designed locations. Educate members regarding water quality issues, and respond to their concerns and questions.

MEMBERSHIP

Administrative

Maintain a database of members, property owners, and affiliated businesses. Prepare dues notices and prospect mailings.

Outreach

Develop and implement a Corporate Membership Program

2015 BOONE LAKE ASSOCIATION COMMITTEES

PUBLIC RELATIONS

BLA WEBSITE
SOCIAL MEDIA
COMMUNITY LIAISON

Create awareness of
Boone Lake Association
and its activities

SHORELINER

Produce and publish BLA's "Shoreliner" which outlines activities, committee reports, human interest and educational articles

Lake Operations: Boone Lake in the Winter

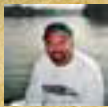
Members ask “what does our crew (Aaron Warren, David Whitaker and Keith Britt) do during the winter months”? Good question! Usually November thru March, our crew is working every weekday picking up trash, cutting, piling and burning logs and wood debris at several retention sites on the lake. These retention sites are where our crew tow and store logs they have taken off the lake during the spring, summer and fall months. The crew starts the burning process as the lake is dropping. With the lake levels below normal winter pool the crew has to reach these sites by land carrying their equipment (chainsaws, fuel, rakes, etc.) Their daily routine, even on the cold and snowy days is to cut and pile logs and then get a permit to burn the large piles of logs and wood debris on a daily basis.

This spring and summer our crews will continue to clear the lake of trash and floating debris but with the lake levels down due to issues at Boone Dam, our crews will also have the time and access to clean up areas of the lake that we have never been able to access before. There will not be a loss of work. While we are all disappointed the lake will not come up as usual, this is an excellent opportunity for BLA and lake residents to clean more areas and prepare for the future and the lake will be the best it has ever been!

We BLA members and fellow recreational lake users want to sincerely thank our crew for their dedication and hard work.



If you know of an area that needs attention while the lake is down, please contact us at (423) 956-6615



Jay Wise

C. C. & C. RAILROAD

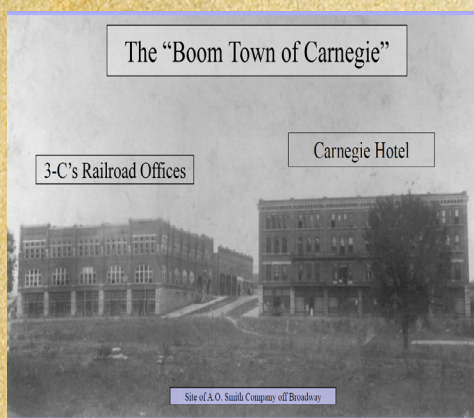


Dennis Scheer

Traces of the Charleston, Cincinnati & Chicago Railroad bed can still be seen today along the banks of Boone Lake from Point 24 all the way to Boone Dam. Mostly what is visible from the lake are some of the rock retaining walls still standing that were built for the grading of what became known as the 3C's Railroad. The 3C's was organized on September 30th, 1886 and was to connect Charleston S.C. passing through Johnson City, Tn. to Cincinnati, OH, and then on to Chicago, IL. The 3C's headquarters was located in what was then the Suburb/Boom Town of Carnegie along side of the "old" Carnegie Hotel that is now the site of the A.O. Smith Company off Broadway in Johnson City. The rails were to be laid from Carnegie south to Charleston S.C. and north to Cincinnati OH. The promoters of the 3C's were Gen. John T. Wilder of Knoxville and Frank Stratton, from Virginia.



General Wilder developed hotels in Roan Mountain and Johnson City as well as the new industrial Suburb/ Boom town of Carnegie. His Johnson City visitors included the *British Duke of Marlborough, Grandfather of Winston Churchill.* Wilder was Vice-President of the new Charleston, Cincinnati and Chicago (3-C's) Railroad Company – headquartered in Johnson City.



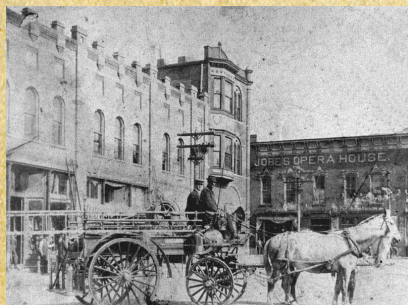
Leaving the 3C's headquarters in Johnson City (Carnegie) to the north, the 3C's railroad was projected to run through Cash Hollow to Austin Springs and after crossing the Watauga River the line would stay on the north side of the Watauga until it met the Holston River and then followed the Holston to Kingsport before turning north toward Gate City, Virginia.

Within two years the railroad was constructed from Allison's Mills, Tn. on the Watauga River to the North Carolina State Line, a distance of about 30 miles. Only 12 miles of track was ever laid on the 3C's grade leaving Johnson City to the north to Allison's Mills. On May 21st, 1891 the 3C's expanded their timetable. For the first time, a train service was offered on this stretch. A train left Johnson City at 3:00 pm and passed through Cash Hollow to Austin Springs, that was a local hotel / resort destination



on the Watauga River near DeVault's Ford, and was then considered to be some of the best resorts in the whole country. It then continued on to Ranges station (shown as "Allison's Mills" in Government documents). Allison's Mills was located at the junction of Brushy Creek and the Watauga River on the southeast side of where Pickens Bridge is today. The timetable remained in effect until October 1st 1892, so the service was only available for about 1 year 5 months. After that time, no passenger service was ever offered on that stretch again. With no industry on this section, the rails beyond Johnson City were allowed to rust for years before being removed.

Even though there was never any track laid past Pickens Bridge (Allison's Mill) the grading and excavating was mostly completed along the Watauga River. Excavating for the railroad created the "cut-through" at Deerlick Bend creating Deerlick Island or what local's refer to as "Goat Island". When water levels are high enough the Deerlick cut-through is a popular shortcut and Boone Lake landmark.



3C's Tennessee section was auctioned on the steps of the Jobe Opera House in Johnson City

In February 1892, contractors initiated a suit to recover money owed to them as 3C's was going bankrupt. Samuel Hunt, then President of the Cincinnati, Portsmouth & Ohio Railroad, who represented bondholders, purchased the Tennessee section of the 3C's grade at an auction on the steps of the Jobe Opera House in Johnson City on May 12th, 1892 for \$200,000, in hope that this would keep 3C's from going bankrupt. In 1893, the 3C's halted work due to losses by British investors. Banks failed and Johnson City itself was on the edge of bankruptcy as the city held \$75,000 of railroad bonds. The Supreme Courts ruled the city did not have to repay the bonds as the 3C's railroad was never finished. In November 1894 the Ohio River & Charleston Railroad (OR&C) was formed to take over the property of the 3C's Railroad. Samuel Hunt was elected President of the Company. It was announced that the OR&C would extend the railroad into North Carolina. On account of the great difficulty in getting rails, it was decided to take up the track from Johnson City to Allison Mills on the

Watauga River and the material used for the extension further south to a station called Hunt Dale, named for Samuel Hunt, President of OR&C.

In November 1903 a crew was put to work to clean up the old 3C's grade going north out of Johnson City to the Watauga River. The grade had not been used in years, and had brush growing on it and had washed away in many places. The reason for this work quickly became clear. George L. Carter was building the South & Western Railroad (S&W) to haul coal from Virginia and was trying to take possession of the unused and abandoned 3C's grade. As far as the public was concerned as of 1906 the S&W was still going to use the mostly completed grade of the 3C's to reach the coalfields. Although the tracks beyond Carnegie had not been used in years, the right of way was still listed as the way to Virginia.

George Carter had been building his S&W Railroad using the survey and the standards of the 3C's Railroad designed as a typical standard gauge railroad using a water level route when possible and not costing too much money. In August 1905, Carter hired a new chief engineer, Marvin J. Caples, who convinced him to build his railroad to a whole new standard. Carter wanted to haul long coal trains out of the mountains of Virginia and to do so economically Caples suggested that the railroad be straightened as much as possible and that grades be lowered to 1/2 percent whenever possible. This would add millions to the cost of construction, but the completed railroad would be much cheaper and safer to operate.

The biggest news of the first half of 1908 was the changing of the company name to the Carolina, Clinchfield & Ohio R.R. (CC&O). In July 1909 General John Wilder, former Vice President of the 3C's Railroad, paid a visit to Johnson City and was escorted over the new CC&O by George Carter. General Wilder who had lost a personal fortune in the bankrupt of the 3C's expressed amazement at the incredible feats of engineering that went into the building of the CC&O and was glad that the original line had not been built. The 3's had an estimated cost of \$25,000 per mile while the new construction on the CC&O had cost \$160,000 per mile. Had the 3C's been built it would have been a much inferior line compared to the CC&O. Instead of following the watercourses the CC&O elected to build large steel trestles and tunnels straight through the mountains to attain the shortest route and the

lowest grades to Virginia. One of the largest trestles is over Boones Creek, north of Johnson City.

The old 3C's route would gain the distinction of being the longest section of graded right of way in the U.S. from Allison's Mill, to the north toward Virginia to never have had rails laid and operated. The CC&O became famous as a coal hauler and the best built line in the South and is still operating as the CSX railroad.



CC&O (CSX) Boones Creek Trestle



**1905 - Unfinished 3C's Railroad Being Extended
By George L. Carter and Associates...**
Plan New Railroad Connecting Clinchfield Coal Fields
to Textile Mills at Spartanburg, South Carolina
The Three C's was completed as the Carolina, Clinchfield & Ohio RR

CHARLESTON, CINCINNATI & CHICAGO.				
In Effect Sunday, May 4, 1891.				
NORTH				
STATIONS	No. 2	No. 4		
Ar Ranges		5:50 p.m.		
Lv Harrisburg		3:40 "		
" Austin Springs		3:25 "		
" Carnegie		3:00 "		
Ar Carnegie	12:00 a.m.			
Lv Main St. John	11:55 "			
" Okaloosa	11:40 "			
" Fagans	11:25 "			
" Marbleton	11:20 "			
" Unicol	10:55 "			
" Erwin	10:30 "			
" Unaka Springs				
SOUTH.				
STATIONS.	No. 1	No. 3		
Lv Ranges		4:00 p.m.		
" Harrisburg		4:10 "		
" Austin Springs		4:25 "		
Ar Carnegie		4:50 "		
Lv Carnegie	7:05 a.m.			
" Main St. John	7:30 "			
" Okaloosa	7:55 "			
" Fagans	8:05 "			
" Marbleton	8:10 "			
" Unicol	9:00 "			
Ar Erwin	9:30 "			
" Unaka Springs				
EAST TENNESSEE, VIRGINIA & GEORGIA.				
In Effect Sunday, May 24, 1891.				
Trains Leave Johnson City for Knoxville, Cleveland and Chattanooga as follows:				
	No. 1	No. 3	No. 5	
Lv Johnson City	1:17 p.m.	11:26 p.m.	7:39 a.m.	
Trains for Bristol and Points East Leave Johnson City as follows:				
	No. 2	No. 4	No. 44	
Lv Johnson City	3:45 p.m.	5:13 a.m.	7:34 p.m.	

LINKS TO OTHER ARTICLES REGARDING CCC RAILROAD:

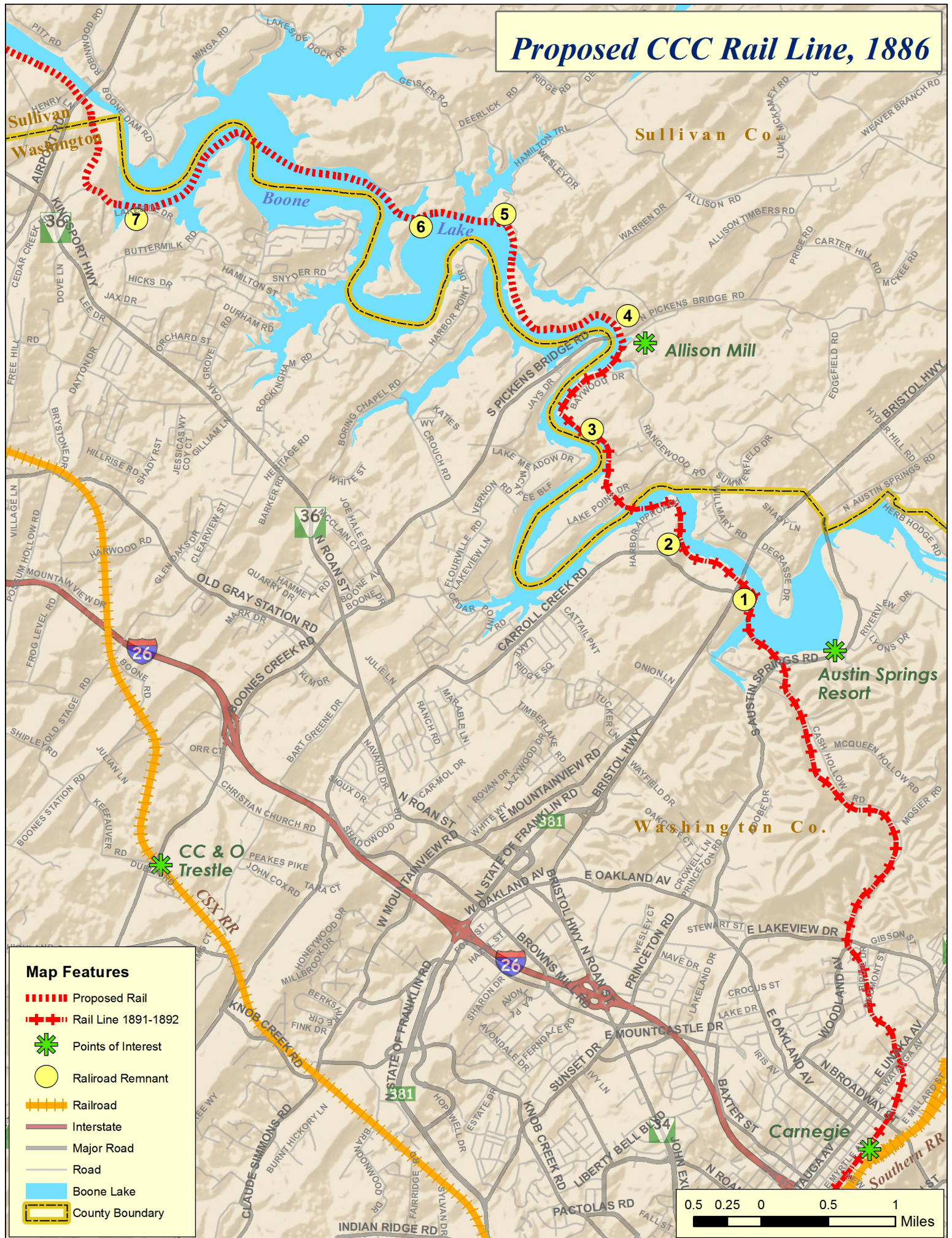
Austin Springs Hotel: <http://www.bcyesteryear.com/node/693>

CCC Railroad, Alison & Shafer (brick works): <http://www.bcyesteryear.com/node/609>

CCC Railroad and Allison's Mills: <http://www.catskillarchive.com/rrextra/STCLIN.Html>

For additional information and pictures on the Railroad, please visit our website or facebook page:
www.boonelakeassociation.org or www.facebook.com/boonelakeassociation

Proposed CCC Rail Line, 1886





① Point 24 RR Bed



② Retaining wall at Winged Deer Park



③ Point 21 wall (recently caved in from erosion)



④ Wall at Pickens Bridge



⑤a Point 19 cut-through



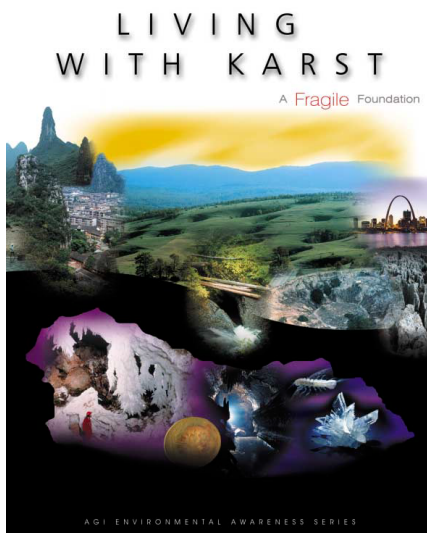
⑤b Point 19 RR bed extension



⑥ Point 18 cut-through - Deerlick (Goat) Island



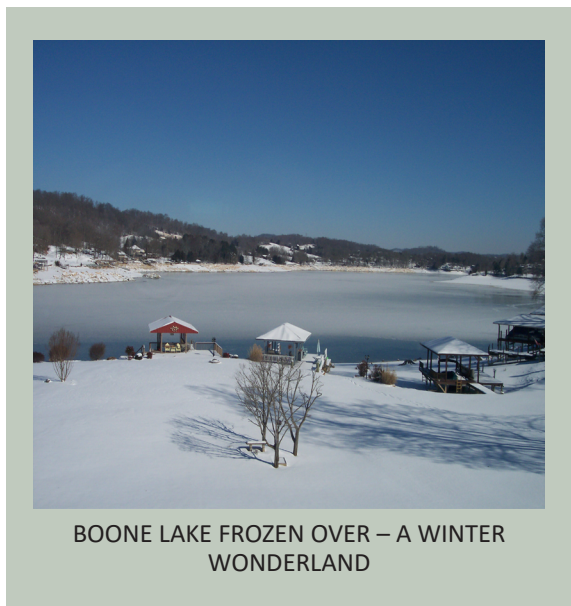
⑦ Point 1 near Boone Dam



With the events transpiring over the last few months concerning the dam and lake levels, there are a lot of questions concerning what is actually happening beneath the surface of the ground at the dam.

Information on sinkholes (Karst) can be found at the following link:

<http://www.americangeosciences.org/sites/default/files/karst.pdf>



BOONE LAKE FROZEN OVER – A WINTER WONDERLAND



This plaque was presented to Jerry Frank at our December Board meeting in recognition of the Boone Lake Marina's (Jerry, Jerry Jr. and Kim Frank) continued support of the BLA. Jerry has been a Board and Lake Operations Committee member for over two years. The Boone Lake Marina maintains our fleet of boats, sponsors a boat, gives us a boat slip and stores our boats during the winter months. The BLA sincerely thanks The Frank Family!



C.B. Kinch

Bass Fishing on Boone Lake

Well, the fishermen out there are concerned of course with the current situation on Boone Lake. You hear concerns about everything from the effect this will have on the eco-system of the lake to concerns over the marina and dock owners being able to hold during this kind of "dry spell".

Earlier this year, there was some deep fishing available in the channel, but now all that seems to have diminished significantly. So a fishing report as the topic might just find me trolling for a lost topic.

So I guess the real question is are there fish, where are the fish, will the fish survive, will there even be water to fish in! Will all the shad die off and will the silt take over?

The answer I'm afraid still lies with TVA. I've yet to find the bait that catches the answer to that question.



2014 Supporter List

THANKS TO **ALL** OUR MEMBERS



Independent Sports Catering
\$1000/yr Cleanup Boat
Sponsorship

Boone Lake Marina
\$1000/yr Cleanup
Boat
Sponsorship and
Boat Maintenance



Jay's Dock
\$1,000/yr
Cleanup
Boat
Sponsorship



Rockingham Marina

Rockingham Marina Providing
200 Gallons of free gas



Lakeview Marina
Providing a Boat Slip and
a gas allowance



Sonny's Marina
Providing a Boat Slip

Serenity Cove
ON BOONE LAKE

Serenity Cove Providing a
Boat slip

Dues that were received and
posted between
November 30, 2014 and March 3,
2015

**BLA DUES ARE NOW DUE.
THANKS TO OUR MEMBERS
WHO HAVE ALREADY
RENEWED FOR 2015!**

MAJOR SPONSOR \$1000+

Jerry & Kim Frank

PLATINUM \$500+

Gary & Cara Anderson

PARTNERS \$250+

Jack Carrier

Larry & Ann Larson

Jordan & Heather Sizemore

SUPPORTER \$100+

Wes & Jo Adams

Waightstill & Linda Avery

Wayne & Debbie Bays

Kevin Beckett

Jerry & Donna Coffey

Robert & April Dwiega

Charles & Reba Flanary

Zenda Galyon

Eric & Paula Guy

Jerry & Jackie Hale

William & Patricia Huffman

C. Mack & Gail Patton

Edward Reynolds, III

Ron & Alice Siegfried

Montie & Jackie Tesky

Jerry & Peggy Townsend

Doug Weems

RECIPE CORNER

Bok Choy Salad

Contributed by Joan Scheu

Joan says everyone who tries her mother's recipe for Bok Choy Salad loves it... so we hope you will try it and love it too!

1 head bok choy

5 green onions

2 (3oz) packages of sliced almonds (I probably use about a half cup)

½ cup of sesame or sunflower seeds

1 pkg Oriental Ramen noodles

2 Tbls margarine or butter. I usually just spray a skillet with Pam to brown almonds)

Dressing

¼ cup Vinegar

½ cup Sugar

½ cup Vegetable oil

2 Tbl soy sauce

Make dressing first to give chance to cool and refrigerate. Mix ingredients in sauce pan and stir until sugar dissolves, usually to the point of simmering is fine. Cool and refrigerate. May be made a day ahead.

Chop bok choy leaves and stalk into small pieces and slice green onions. Sauté almonds and add seeds toward end to brown slightly. Crumble Ramen noodles while in package and add along with seasoning packet to nuts. The seasoning is pretty salty so I don't usually use the whole packet. Add nuts and dressing to bok choy and onions twenty minutes before serving. Enjoy.

Boone Lake Association
P.O. Box 111
Piney Flats, TN 37686

Membership January 1 – December 31, 2015

**THANK YOU TO MEMBERS WHO CONTRIBUTE
GENEROUSLY TO KEEP BOONE LAKE CLEAN**

DUES LEVEL:

Please print clearly

_____ \$40+ **Basic Membership**

_____ \$100+ **Supporter**

_____ \$250+ **Partner**

_____ \$500+ **Platinum**

_____ \$1000+ **Major Sponsor**

Name: _____

Spouse/partner: _____

Mailing Address: _____

City: _____ State _____ Zip _____

Email: _____

Telephone: _____

Property Address _____

_____ Receipt requested

_____ Would like to volunteer with BLA



Watching
the Waters

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ASSOCIATION**
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