



THE 38th
ANNUAL RODEO



THE GREENBRIER HOTEL

WHITE SULPHUR SPRINGS, WEST VIRGINIA

SEPTEMBER 20, 21, 22, 23, 1959

SPARKS FROM "OLD STOVE'S" ANVIL



Wars and the scarcity of coal in Europe create an unusual demand for the high-grade coal produced in Southern West Virginia as well as some other states. But at the moment there is a drop-off in the annual flow of coal to Tidewater, and while there is no hysteria the producers are endeavoring to get at least a living price for what they are able to produce.

Looking away back to the turn of the century production was done with the pick and shovel and averaged a little over one ton per man, and the old mine mule was the motive power that transported the coal from the interior of the mine.

That has all disappeared from the scene because electrification and mechanization and every known labor-saving device for the recovery and processing and screening of coal has been introduced, and with this modernization the weighted average per ton per man is something over 12 tons per man, and at some mines over 30 tons per man. All of this speaks well for one of the nation's major industries, and utilities have discovered that coal is the most dependable and cheapest energy that can be procured. And the railroads serving the various coal mines naturally are geared up with cars, power and facilities to transport coal from the mining areas to the markets everywhere.

Speaking of railroads—lest we forget—they are being discriminated against by other forms of transportation, namely highways, airways, waterways. Whereas the railroads are taxed in every state, county and city they traverse, their competitors pay very little taxes because they do not have to maintain anything tangible in the community. These operate on highways, through locks and dams, and other services subsidized by municipalities, states and government. The railroads transported nearly 60% of heavy duty freight at their own costs, and the weighted average per ton-mile cost is only 1.44¢, while the average cost per

PROGRAM

At the turn of the century producers in the various coal districts of Southern West Virginia, in some instances, were feuding among their neighbors, and a very prominent coal operator suggested the idea of bringing about better public relations by getting fellow-producers to know each other and thus to create some harmony in this great industry.

I conceived the plan of the RODEO which was held for the first time 39 years ago. At that time about 60 producers were present and it was their unanimous opinion that this was a good thing. Later on I broadened the plan to include the families as this would give the men some diversion and recreation, and that has been the keynote of the whole organization because last year we had nearly 150 people at the entertainment and banquet. Not only the coal people were there but other industries were represented and the chief executives of many railroads.

Today our organization is well-known and so popular that the members are anxious to know about the meeting this Fall. Unfortunately, due to a complication in arranging dates at White Sulphur, the party will not be held on Saturday as in all previous years but will start on Sunday evening.

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Beginning Sunday Evening, September 20th

at 6:00 o'clock P. M.

The Virginian Railway will set up a very nice cocktail party

Then on Monday Evening, September 21st

The Norfolk and Western Railway, under the auspices of Stuart Saunders, President, will bring their shippers over to take part in the program, Cocktails.

And on Tuesday Evening, September 22nd

The Chesapeake & Ohio R. R. will give their usually fine cocktail party, prior to the banquet

The ladies will remember that the C. & O. always presents favors to them on that evening also

Distribution of Prizes and 81,000 Sweepstakes



ton-mile for trucks reported by the ICC is 6.13¢. But the railroads continue to do the best job and are now bringing to the consumer the piggy-back rail service which can handle 250 trucks on 125 flat cars, moved by one train crew, thus saving the cost to the consumer of 250 truck drivers, and wear and tear on the roads to the taxpayers.

Here are some more facts on rail transportation that cannot be matched by other forms of transportation:

A western railroad moved some women's shoes from Topeka, Kansas to Wyoming at a cost of 3½¢ per pair.

Fishing reels were moved from Chicago to the far west at the rate of 5¢ for each reel.

Meat was delivered in Wyoming from Omaha at a freight cost of only 2¢ per pound on grades selling in a price range from 49¢ to \$1.98 per pound.

Beer moved from Milwaukee to the West for less than one cent per can or bottle.

Men's Suits out of Rochester, N. Y. to the West, nearly 2,000 miles, at a cost of 33½¢ per suit.

Boys' Cotton Shirts moved out of South Carolina to Cody, Wyoming for less than 4½¢ per shirt.

Straw Hats moved from Los Angeles nearly 2,000 miles away for less than 7¢ per hat.

This should give you a picture of what the railroads, which are operated by probably 2 million stockholders, are doing as against other forms of transportation which are subsidized by the taxpayers.

At the moment the various brotherhoods are endeavoring to get another large wage increase, using the same yardstick that measured the rate of pay for this type of labor in Abraham Lincoln's time.

Every man who is interested in the capitalistic system should urge his representatives in Congress to give the railroads the same freedom of action to meet the subsidies in other forms of transportation.

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Your Committee which makes this annual affair possible is:

- Scott Nicholls of New York
- Gregory Devine of the Chesapeake & Ohio R. R.
- Ray Salvatti of Huntington
- Jimmy McCahey of Chicago
- and your old friend

Holly Stover

HOLLY STOVER



CLUB PHOTOS
GREENBRIER STUDIO