

MINUTES - COMMERCE COMMITTEE - 56TH ASSEMBLY - March 22, 1971

Members present: McKissick, Branch, Capurro, Ashworth,
Lingenfelter, Poggione, Hafen, Dini, Hilbrecht

Others present: Assemblymen Lowman, Smith, Smalley, Brookman;
Hershel Trumbo, Pres of Las Vegas Downs, Inc.;
Estes M. McDaniel, Mayor of Henderson; Les
Kofoed, Director of Gaming Ind. Ass'n. of Nev.

McKissick convened the meeting at 11:15 a.m. Assemblyman Lowman appeared to urge the reconsideration of AB-674 - Repeals statute declaring firefighters' heart diseases as occupational diseases and compensable as such. MOTION BY ASHWORTH THAT AB-674 BE RECONSIDERED, SECONDED BY CAPURRO AND CARRIED.

MOTION BY ASHWORTH TO INTRODUCE BDR-10-2105* AND BDR-52-1951^o, SECONDED BY CAPURRO AND CARRIED.

AB-666 - Permits greyhound racing in Henderson. Assemblyman Smith, one of the sponsors of this bill, introduced the co-sponsor, Assemblyman Smalley, Mr. McDaniel - Mayor of Henderson, and Hershel Trumbo, President of Las Vegas Downs, Inc. Smith stated that the City of Henderson has lost tax revenue and this proposed dog racing would help the sagging revenue. Henderson would be the only city in the state where this type of racing would be permitted. Assemblyman Smalley concurred that the people of Henderson had requested this bill be introduced again. He stated that the tax revenue was down because the population percentage has dropped. He felt that greyhound racing would not only help Henderson but southern Nevada in general.

Mr. Trumbo submitted his testimony in written form to each member of the Commerce Committee which is attached and shall become a part of these minutes.

Mayor McDaniel appeared and stated that the City Council of Henderson unanimously approved this bill and urged that it be passed. He further stated that they have lost 1/4 million dollars in tax revenue and they must find some means to get revenue. He stated that permitting both horse and dog racing in Henderson would enhance the city. He also explained that the track was financed by selling shares to the citizens of Henderson.

Capurro asked how many other states have dog racing and Trumbo replied 7 or possibly 8.

Lingenfelter asked why they wished to have the two types of racing in the same enclosure and if these types of racing were not in conflict. He was answered by Trumbo that they are in direct competition but by having them in the same

*A.B. 782

^oA.B. 783

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enclosure, they would not be holding the two types of racing at the same time.

Capurro asked if they would have a totalizer and was informed they would.

Hafen asked how far along they were with the race track and was informed they have the 3/4 mile oval completed, the inside rail, 80 stalls and the structural steel drawings available on the grandstand.

Capurro asked if the public stockholders shares were open outside Henderson and was informed the state issue has been closed for a year. McKissick asked what protection the shareholders had for their investment and was informed that all land and buildings were owned and paid for.

Assemblyman Brookman appeared in opposition to this bill. She asked if the racing commission would have to be under the gaming commission. Who was going to be the "watch dog". She also stated that the stalls were not large enough for horses and hoped the races wouldn't start until 7 p.m. because of the heat.

Les Kofoed, Director of Gaming Industry Assoc. of Nevada, appeared in opposition to AB-666. He stated that this bill could possibly open up dog racing in several counties if the county commissioners find a way to also be included. He secured an opinion from Clark Guild who stated this could happen. This opinion is attached to these minutes and shall become a part thereof. Kofoed also stated that dog racing is controlled in the most by a group called Emprise. They move in and get the concessions and eventually own the track. He stated this has happened in many states and particularly named Hazel Park, Michigan and informed the Commerce Committee that this race track is owned by members of the La Casa Nastra mob. He stated that New Mexico has denied dog racing and hoped that Nevada would follow suit.

Lingenfelter asked if this mafia type operation was indicated in Las Vegas Downs and Kofoed replied he didn't think so. Kofoed stated that this undesirable element move in when the track goes broke and buy the shares much lower than they were originally sold. When asked how he knew they would go broke, he replied look at the horse racing picture - it's not successful. He stated the only horse racing that was successful was at small fairs. McKissick then asked if the Gaming Control Board wouldn't have enough control to keep Emprise from purchasing the stock and why they wouldn't have to follow the rules and regulations as other gaming. He was informed usually but control could be attained by them on anticipated stock they might purchase.

Trumbo informed the committee that they have been negotiating with an underwriting firm in New York who would sell the stock.

It was brought out that controlling interest could be gained with as little as 12% because the stock would be sold so widely.

When Trumbo was asked if the dog racing was to subsidize horse racing, he informed them no, that the races would be on equal basis.

Capurro stated that he had been to greyhound races in several states and asked if this would be class A dog racers. Trumbo stated that probably not as they would not have the purse to pay that they have in larger tracks.

McKissick was going to contact Clark Guild to get his opinion as to whether passage of this bill might open the door for other counties to also secure dog racing.

MOTION BY HILBRECHT THAT THE NIC BILLS DISCUSSED PREVIOUSLY BE AMENDED AND PUT ON THE FLOOR. SECONDED BY LINGENFELTER AND CARRIED.

MOTION BY LINGENFELTER FOR A RECONSIDERATION OF AB-579, SECONDED BY ASHWORTH AND CARRIED.

Meeting adjourned: 12:20 P.M.

LOCATION OF U.S. GREYHOUND TRACKS



"THE SPORT OF QUEENS"

Greyhound racing dates back to 2500 years B.C. The ancients were conducting speed contests between pairs of greyhounds, turning them loose to chase down game. The sport became so popular that greyhounds were adopted as favorites of nobility and for a while it was unlawful for commoners to own them. Later the breed was brought to England, and there the sport of greyhound coursing attained great heights of popularity during the regime of Queen Elizabeth. It was mainly the result of her intense interest that dog racing acquired the title by which it is still known "THE SPORT OF QUEENS".

Coursing with greyhounds, the forerunner of present-day racing in which dogs race over an oval track while chasing a mechanical rabbit, still is conducted in various parts of the world. It is also recognized as a lawful activity in some parts of the United States, such as Kansas, where the National Coursing Championships are held annually. It was opposition to coursing in which live rabbits were the prey, that prompted the birth of modern greyhound racing, and the new sport found wide acceptance almost from its inception.

O. P. Smith, a native of Memphis, Tennessee, generally is given the credit for being the father of modern greyhound racing. It was he who pioneered the development of the

mechanical lure, and devised the first circular course around which dogs followed an artificial bunny in Salt Lake City during 1906. In 1922 Smith had a stroke of luck which made greyhound racing a success. While trying to run races in Chicago in the daytime, Smith encountered a lot of opposition from other daytime sports. Rather than trying to fight the opposition, Smith conceived the idea of running the greyhounds at night, with lights. Under the lights, the action proved much more exciting and dramatic, and from then on the sport really began to flourish.

Years of work, and patents on more than fifty devices used in dog racing paid off handsomely for Smith. When he died in 1926, he was reputed to be a millionaire.

Unfortunately in the first decade of its increasing popularity, dog racing fell into some disrepute because of several factors. In part, it had itself to blame, because some of the tracks had come under the control of unscrupulous operators who disregarded the law, flaunted supervision, and were lax in giving the public the protection it expected and was entitled to have.

Playing an even more important role in the situation, which for a while threatened the sport's very existence, was a powerful opposition group dedicated to halting dog racing's growth in the belief it would infringe on revenue then being channeled into other forms of entertainment.

This powerful opposition group encouraged the spread of rumors, accusing trainers of giving dogs great amounts of water and food before a race to slow them down, of using rubber bands between the dogs' toes to make them run web-footed, of making their foot-pads tender by application of sandpaper. They fostered reports that the use of "ringers" was prevalent in dog racing. The Sport of Queens was able to answer its defamers by adopting a set of rules to protect the wagering public. Several states moved into the picture, and rules and regulations were written and steps taken to see that they were strictly enforced. These rigid standards have been in effect for several years, and since their introduction, scandals in dog racing have been almost unknown.

No other sport is so closely regulated and offers more guaranteed protection for the public than does greyhound racing. Today track operators, owners, trainers, officials, and all others associated with any of the recognized tracks must meet specific requirements before being licensed by state commissions.

Each dog must be registered with the National Coursing Association which issues papers showing its breeding, whelping date and all identification markings. From the latter, Bertillon cards are made up and go with the dog thruout its racing career. The cards show in detail any scars or peculiar physical characteristics, and, most important of all, list the coloring of every toenail.

Two greyhounds may look identical in every respect, but their toenails tell a different story in the same manner as human fingerprints. One nail may be white, another horn colored, the next a combination of the two.

When a dog acquires a new scar in a racing mishap or while roughhousing in the turnout pen, it is duly noted on his Bertillon card by the track officials. The card serves as positive identification and eliminates the possibility of "ringers", an illegal practice wherein dishonest persons attempt to substitute a dog which could be inferior or superior to the one actually entered in a race.

Every greyhound, before being permitted to run officially, must meet requirements in schooling tests. Thereafter, if it persistently displays lack of form, it is ordered back on the schooling list and its entry not accepted until the stewards are satisfied with its performance.

All greyhounds have to run at a set weight, a figure at which the trainers believe they are in top condition. At weigh-in-time, about two hours before the first race, they must be within a pound and a half of that set weight or be scratched and made subject to penalties.

When a trainer believes a dog will benefit by adding weight, he so notifies track officials, and four days must elapse before the greyhound is allowed to race at the new weight. In the event a handler decides to make a weight change

in the opposite direction; that is, take it off after having previously experimented by adding it on, he again must inform officials. Then the dog in question must appear in a schooling event at his new weight before being permitted in an official race.

From the moment a greyhound is weighed in during the evening prior to the program, it is taken from the custody of its trainer and put on display in a glass enclosed confinement, or lockout kennel, in full view of the public. It remains there until time for it to step on the track.

In the paddock before each race every dog walks up on an examination platform to be checked by the track veterinarian. At the same time the paddock judge goes over its Bertillon card, making certain the proper dog has been entered.

As in horse racing, urine specimens are taken from the dogs and sent to a commercial laboratory for analysis to determine if any stimulants or depressants have been administered. In case of a positive report, drastic action would be taken against those responsible.

The owner, trainer or groom is out of contact with his dogs from the moment they are turned over to track authorities before the program until they have raced. The only person permitted in the confinement kennel is the uniformed and licensed kennel master, who takes the dogs out of individual stalls and releases them to leadout attendants as the evening

progresses.

Because greyhounds are strictly "on their own" after the starting box opens, with no human factor involved so far as their running is concerned, there are no fouls in dog racing such as may occur in other sports.

Once a dog enters the box he is regarded an official starter and any subsequent misfortune, such as refusal to break, a tumble or a bumping in a speed jam, is regarded as part of the game.

Only in the event a dog catches up with or passes the artificial rabbit do the officials take action, and then under the rules, the race is declared no contest and all money wagered is refunded to the public.

This might happen if the electrically operated lure suffers power failure, or a breakdown causes it to slow down sufficiently for the greyhounds to overtake it. With the installation of the famous Aldritt Lure a few years ago, these possibilities have been almost eliminated.

The Aldritt bunny can attain speeds in excess of 100 miles an hour, and its operator tries at all times to keep it about 20 feet in front of the leading greyhound.

Altho there are no fouls, the stewards do watch closely to see that no dog fights or turns on another greyhound in a manner to interfere with the performance of either. They are also on the alert for a runner which shows an inclination

to quit.

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When such incidents occur they give the offending dog a "strike" and require it to go back on the schooling list. Then it must prove that its action is not a regular habit.

Normally, when an experienced dog gets two "strikes" he is barred from further competition. In the case of frisky, playful puppies, officials are a bit more lenient.

Hundreds of thousands of greyhounds have been registered with the National Coursing Association, which handles official papers on all racing dogs. No greyhound can compete on a recognized track until it has been registered with the N.C.A., which acts in the same capacity in this regard as the New York Jockey Club does for horse racing.

At any given time during the year it is estimated that around 40,000 greyhounds are available for racing or for breeding, and close to 9000 new puppies are registered annually.

Unlike many breeds of dogs, the greyhounds do not have an acute sense of smell, so when they chase they must rely mainly on their tremendous speed and vision.

Racing dogs as a rule are fed just once a day, a majority of the trainers preferring feeding time immediately after the races. Others will feed late in the afternoon, but withhold portions from dogs competing that night so they can adhere

to their set weight. These greyhounds then are fed when they return from the track. Their menu will include ground horse meat or beef mixed with a stew made up of such vegetables as spinach, carrots, tomatoes, onions, celery, meal or regular dog biscuits. Estimated daily cost of keeping a racing greyhound is \$1.00.

Greyhounds are considered among the world's fastest animals and have been clocked at speeds up to 45 miles an hour. In a race they are moving their fastest during the early stages, and by the time they come down the stretch they have slowed to around 30 to 33 miles an hour. This is understandable when one realizes that they have no help in pacing themselves as do horses being ridden by jockeys. Greyhounds run as hard as they can as long as they can, and they have been known to continue until they drop from exhaustion.

Sex has no bearing on their speed--some of the fastest have been females. One of the best examples of this was the great Indy Ann, still holder of records at several race tracks. One of the most popular greyhounds ever to perform in the west, she set a worlds mark of 137 victories before an injury ended her career.

Females normally run much lighter than male dogs, ranging from 45 to 58 pounds, while the males vary from about 60 to 80 pounds. Once in a while giants approaching the 90

pound figure will show up, but their very size proves a handicap, and they are susceptible to leg injuries or torn muscles incurred while trying to round turns at high speed.

Average stride of a greyhound in full flight will be from 12 to 20 feet, depending upon its size. By comparison, a horse negotiates from 23 to 27 feet per stride. Experience has demonstrated that American bred greyhounds are the fastest sprinters of that breed, while the Irish-bred have more stamina and can maintain speed over a greater distance of ground.

Standard distance for dog races at all tracks, is five-sixteenths of a mile, but racing secretaries add variety to their programs by arranging shorter dashes and marathons up to half a mile. At most major tracks the timing is carried out to 1/60th of a second. To determine a dog's margin of victory or its beaten distance, it becomes necessary to convert the fractional time to lengths. This is a simple procedure, because there are 4/60ths of a second to a length. Therefore, a dog which has crossed the finish 2/60ths behind the winner was defeated by half a length.

Wagering on greyhounds is conducted through Totalisator machines, which accept wagers in denominations of \$2.00 or more. These machines are used for win, place and show bets as well as those on the daily double and on quinielas. It is of utmost importance that fans use only the official program numbers when making a wager. These are shown in large, black

type alongside the names of the dogs and they extend down the left margin of each program page.

Nearly every track uses eight dogs to race, altho some permit nine to compete in a single contest. Their post positions are determined by luck of the draw, it being customary for the racing secretary to assign this task to trainers who serve in rotation. Starting boxes of the better type are of aluminum or stainless steel construction, and each dog is placed in a separate stall according to its post position. In the front panels of the stalls are plastic windows through which the greyhounds can see the rabbit as the lure comes into view.

When the lure reaches a certain point in front of the box, it trips an electric switch which automatically springs the box, and every set of stall doors opens simultaneously. It is impossible for one to open unless all the others spring at the same time. Dog racing has a universally used system which enables fans to follow the progress of the greyhound of their choice. Each post position, from No. 1 thru No. 8, is identified by a solid color or combination of colors, and the dogs wear blankets of corresponding hues. The No. 1 dog always has a solid red blanket, No. 2 has a blue one, No. 3 is white, No. 4 is green, No. 5 is black, No. 6 is yellow, No. 7 is green and white, and No. 8 is yellow and black. Thus if a spectator is interested in the

No. 4 greyhound, for example, he immediately can single him out in a race by his green blanket.

Wagering on dog racing is the same as wagering on horse racing. The public actually determines the final odds. The changing odds which appear on the Totalisator board are based only on the flow of money in the win pool and are an approximation of what the greyhound, if victorious, will pay in the mutuels. It should be emphasized that the approximate odds have no bearing on what winning quiniela tickets will pay. The quiniela, like the daily double, is a separate pool in which wagering may not follow the pattern of that in the win, place, and show, and this is one of the reasons for its great popularity.

A dog which is well backed in the regular betting might not be played as heavily in the quiniela, and greyhounds which are overlooked in the win, place, and show wagering often draw strong quiniela support.

There are approximately thirty active recognized dog tracks in the United States. Most of these tracks have all the conveniences such as dining areas, club houses, bars, etc., which help people to get into the spirit and thrill to the chase. It gives one a tingling sensation to watch these greyhounds chase the bunny at a breathless pace.

One of the most overlooked reasons for the success of dog racing, which the spectators of today seem to like, is that they can enjoy an entire race program in about 2½ hours.

LAS VEGAS DOWNS, INC.
P.O. Box 501
Henderson, Nevada 89015

March 22, 1971

Nevada State Assembly
Commerce Committee Chairman,
Howard McKissick and Members
of the Commerce Committee

Gentlemen:

Las Vegas Downs, Inc., has a deep interest in A.B. 666. Within this Bill they foresee in the immediate future, the State of Nevada becoming one of the more popular racing centers of the nation.

Las Vegas Downs, Inc., is a Public Corporation, owned by more than 400 Nevada residents. They have expended more than \$500,000.00 toward construction of a racetrack. Final construction costs will exceed \$3,000,000.00.

The Officers, Board Members and Stockholders have worked very hard, with no compensation, toward establishing such a racing complex as this Bill would provide. Our goal is not without belief that racing horses and greyhounds within the same enclosure can be very successful and benefit all of Nevada.

We do not feel that the integrity of greyhound racing should be a part of our presentation. The very fact that it is conducted in many states allows their record to speak for itself.

We do feel, however, that a complete evaluation of the benefits of greyhound racing, as it pertains to Henderson, Nevada, and the Stockholders of Las Vegas Downs, Inc., should be given every consideration.

The concept of combining grevhounds and horses to perform within the same enclosure on non-conflicting days is the primary factor that would assure a year round operation.

In keeping with the surrounding area, it is essential that our facilities and service be attractive and pleasing to the patrons. To accomplish this requires that a plant costing in excess of \$3,000,000.00 be constructed.

A population of 300,000 within a gaming environment such as ours dictates weekend racing only. However, a weekend operation of a three million dollar racing plant can be successful if utilized on a year round basis.

We would propose daytime horse racing, October 1 through May 31; then nighttime greyhound racing, June 1 through September 30.

A year round operation has many advantages. Some of them being employees would not be on a seasonal basis. Training facilities would be available at all times for both greyhounds and horses. Southern Nevada summer morning hours can be beneficial and very desirable for training horses, though not conducive to racing in the afternoon.

Summer evening greyhound racing will add much to the enchantment of our area, by creating entertainment and recreation that has proven to be extremely popular wherever it is available. Though an evening program of greyhound racing does not require much more time than a movie, two and one half hours of entertainment such as this can be the point of interest that attracts additional weekend visitors from nearby metropolitan areas.

Another fact that will stand on its own merits, is that the more visitors our area will accommodate to their complete pleasure and enjoyment, the more monetary substance will be provided to the community, which in turn creates more jobs, more taxable revenues, and definitely improves business.

To determine the feasibility of greyhound racing, Las Vegas Downs, Inc., engaged the services of C. Ray Edmonds. Mr. Edmonds' knowledge along with the experience of our own racing people, data from operating tracks, and consideration again to our gaming environment, enabled us to assemble figures we feel are reasonable and may be applied to a forecast of the actual operation.

Year 1973 - Greyhounds

Season - 17 wks @ 4 days =	68 days
Daily Average Gross Handle	40,000.00
Total Gross Handle	2,720,000.00
Total Gross Receipts @.18	489,600.00
Revenue to State @.04	108,800.00

Year 1976

Season - 17 wks @ 5 days =	85 days
Daily Average Gross Handle	65,000.00
Total Gross Handle	5,525,000.00
Total Gross Receipts @.18	994,500.00
Revenue to State @.04	221,000.00

} Avg.
Growth

It is the opinion of Las Vegas Downs, Inc., that greyhound racing can be a very important phase of racing, capable of contributing its share to a highly successful new industry.

A.B. 666 provides that the City of Henderson may license greyhound racing until July 1, 1976. At this time, it would be again submitted to the legislative bodies for their review and consideration.

It would seem that an industry such as this should have its chance, and take its place side-by-side with horse racing.

When we think of the racing industry as a combined whole, we then can demonstrate the effect it would have on the entire state, for example:

Year 1973 - Horses

Season - 35 wks @ 2 days =	70 days
Daily Average Gross Handle	175,000.00
Total Gross Handle	12,250,000.00
Total Gross Receipts @.18	2,205,000.00
Revenue to State @.03	367,500.00

Year 1978

Season - 35 wks @ 3 days =	105 days
Daily Average Gross Handle	250,000.00
Total Gross Handle	26,250,000.00
Total Gross Receipts @.18	4,725,000.00
Revenue to State ? @.05	1,312,500.00

} Avg.
Growth

Employment within the racing compound would be approximately 800, which would not include independent vendors.

To feed 1,000 horses would require feed purchases in an amount of \$75,000.00 per month.

There would be approximately 300 owners of horses, racing at the track. Many of them would be at the track on race days, along with spouse and friends. Henderson would have to increase their motel accommodations more than one thousand percent to furnish rooms, just for owners and friends.

I would like to mention also, that horse breeding would probably increase tenfold in a few short years and certainly the raising of greyhound whelps would be a new venture.

Las Vegas Downs, Inc., would employ approximately 200 people in the capacities of cashiers, sellers, concessions, valets, racing staff, janitorial, security, track maintenance, starters, stewards, gate men and others.

The remaining 600 people would be employed by owners and trainers and independent workers such as exercise boys or girls, grooms, pony horses, horse shoers, hot walkers, jockeys, agents and others.

In addition to the 800, would be the vendors, such as parking lot, feed sales and delivery, cafeteria and others.

Other services required, but not available on the grounds, are veterinary clinics and hospitals and stable facilities for approximately 300 horses that cannot be accommodated.

From time to time, I have been told that the racing industry attracts the riffraff of the people. My own experience has been eight years on the racing circuit in nearly every capacity mentioned above. To further qualify myself to comment upon these ridiculous assumptions, I worked in the Butte Copper Mines, the Homestake Gold Mines and others for a period of eight years. I am not without an insight of two major industries that sometimes are labeled rough, tough, or whatever.

The back side of the racing industry involves special people. Their day begins at 5:00 a.m. and continues to 7:00 p.m. Their work is wholesome, skillful, healthy, and extremely compassionate. This is their business. They know it well and tolerance of any who is not willing to do his share is no different than any other industry.

If there is any riffraff in the front side, that is to say the audience, then we must admit they already are in our midst, they could not drop out of the sky.

Neither can we separate one type of racing or gaming from another - this would most certainly be discriminatory.

Gentlemen, consider now the fact, a new clean industry, free of ecological problems, can become a reality. One that will directly create 1,200 jobs on a year round basis. This means permanent housing as well as mobile. This means the population of Henderson may double. This means the agriculture areas of the State must expand to furnish feed and horses. This means Nevada has a brand new form of sports and recreation to offer its many visitors and potential visitors.

I have with me copies of the story of "The Sport of Queens" and comparative data from greyhound racing states. I will be pleased to leave them for your perusal.

I wish to express my sincere thanks to all of you. I know you will give this presentation your deepest consideration. If I can answer any questions or provide you with any further information, please let me know.

Yours truly,

Hershel Trumbo,
President

HT/srs

March 23, 1971

Memo to: Les Kofoed

Re: Assembly Bill 666

A county commission could approve a dog track under the general powers granted to counties in the statutes by adopting an ordinance making dog tracks part of the general welfare of the county.

Necessarily, the State Racing Commission Act would have to be amended also to add dog racing along with horse racing.

Note that AB 666 amends not only the Henderson City Charter, but it also amends the general law on racing and on gaming. Accordingly, a county commission could approve a dog track under existing law but in order to have para-mutual betting or gaming, the racing act and the gaming act would have to be amended to allow such activities.

Clark J. Guild