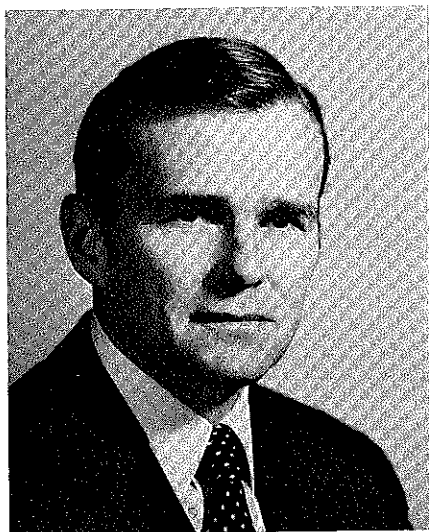
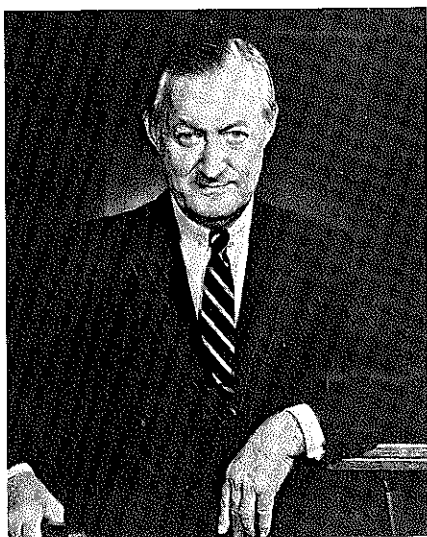




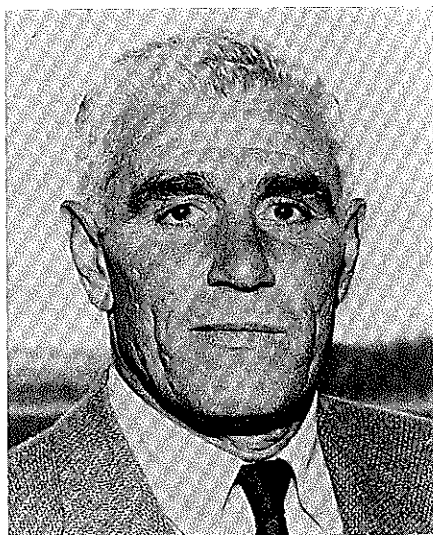
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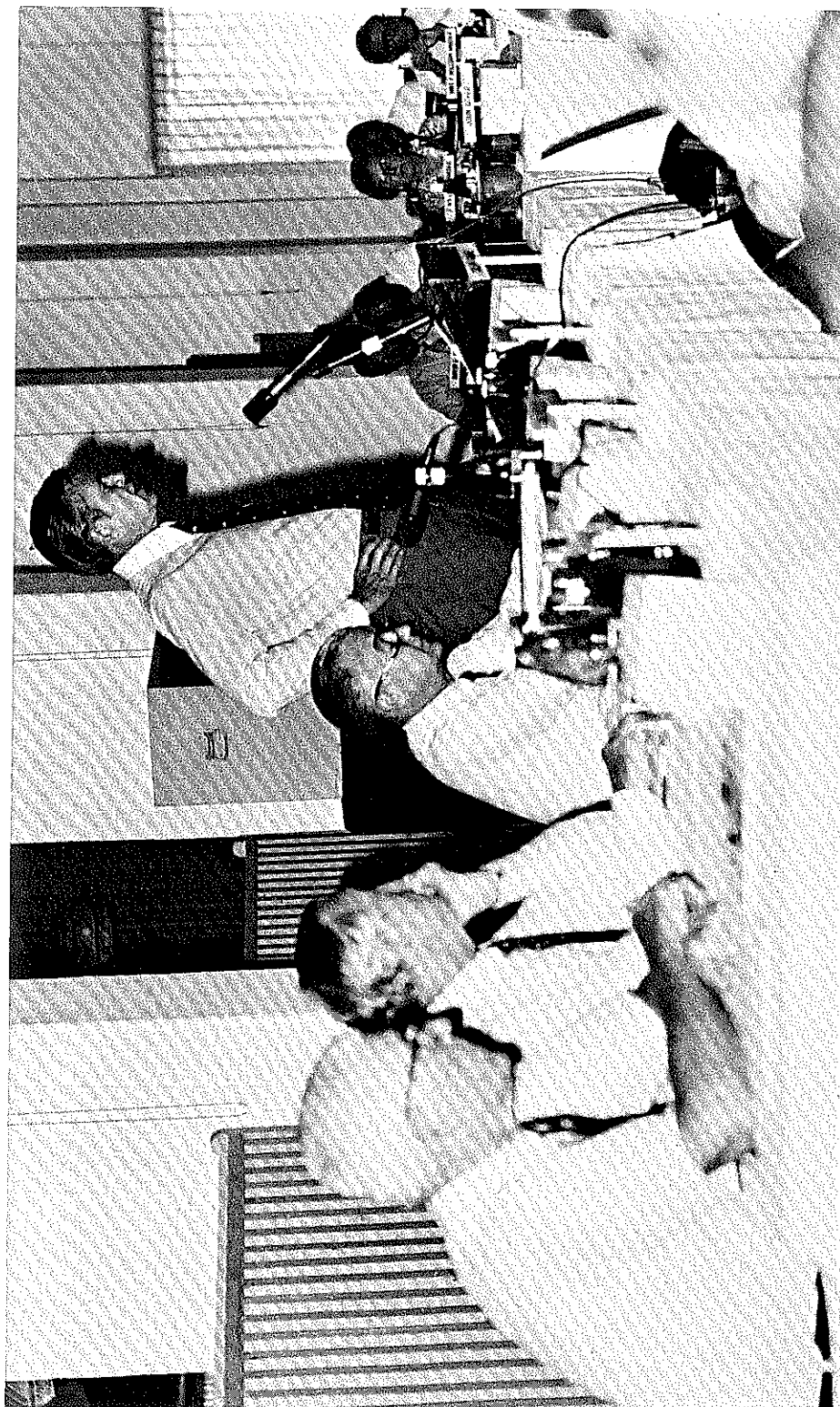
Nicholas F. Brady, Chairman



Paul Mellon, Vice-Chairman



Louis Lee Haggin II, Secretary-Treasurer



Dais — Louis Lee Haggin II, Paul Mellon, Calvin Rainey and Nicholas F. Brady, Chairman, welcoming the guests.

Panel — "Can Racing Ever Speak With One Voice"?



James B. Moseley, John A. Bell III, Don Jones, Frank E. Kiroe, Ernest Morris, Corwin Nixon, Warren Schweder, Kenneth P. Veit

Panel — "Care of the Injured Thoroughbred"



Ogden Mills Phipps, Charles W. Raker, V.M.D., Albert A. Gabel, D.V.M.

Panel — "Independence of Stewards"



Donald P. Ross, Jr., Edward S. Bonnie, Keene Daingerfield, Calvin Rainey



A view of the Conference in session

TWENTY-THIRD ANNUAL ROUND TABLE CONFERENCE
ON MATTERS PERTAINING TO RACING

HELD BY
THE JOCKEY CLUB

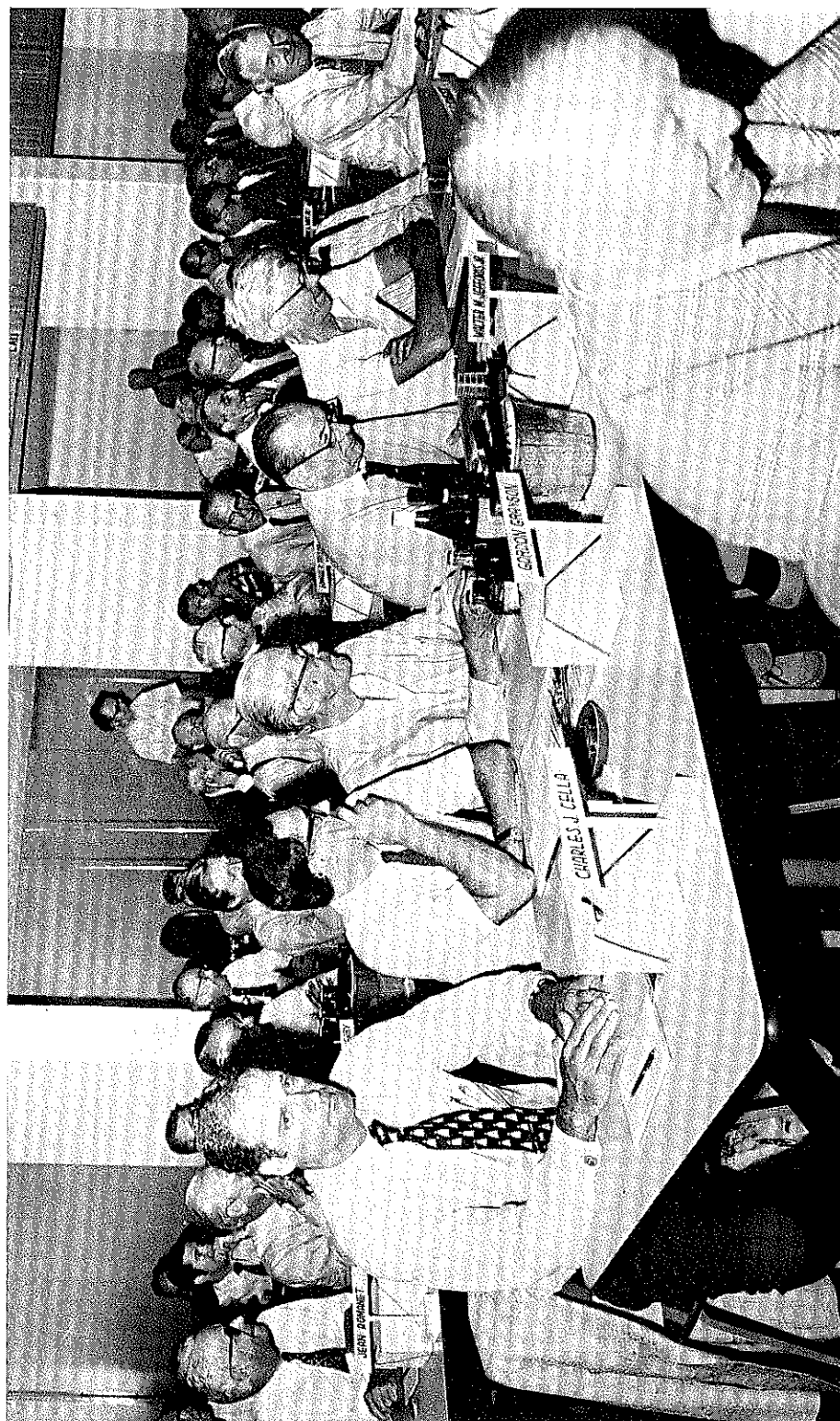
AT THE
NEW SKIDMORE COLLEGE CAMPUS

SARATOGA SPRINGS, NEW YORK

SUNDAY, AUGUST 10, 1975

IN ATTENDANCE:

M. J. Alhadeff, President, Washington Jockey Club
Mark Allam, V.M.D., Assistant Vice President for Health Affairs,
University of Pennsylvania
*Dr. Eslie Asbury, Breeder, Owner
Taylor Asbury, Breeder, Owner
William T. Ashton, New York State Racing Commission
Philip J. Baker, General Manager, Santa Fe Downs
*Thomas M. Bancroft, Jr., Trustee, The New York Racing Association, Inc.;
Breeder, Owner
George B. Barrett, President, Los Angeles Turf Club, Inc.
G. Marvin Beeman, D.V.M., President, American Association of Equine
Practitioners
John A. Bell III, Breeder; Owner
E. V. Benjamin, Director, Grayson Foundation
Stanley F. Bergstein, Executive Secretary, Harness Tracks of America, Inc.
Edward S. Bonnie, Esq., Steward, National Steeplechase & Hunt Association
Augustus M. Boyd, Jr., Vice President, McCann-Erickson, Inc.
Joseph H. Boyd, Jr., New York State Racing and Wagering Board
*James C. Brady, Jr., Breeder, Owner
*Nicholas F. Brady, Chairman, The Jockey Club; Breeder, Owner
Mrs. Nicholas F. Brady, Breeder, Owner
John L. Brennan, President, Harness Track Security
Dr. John T. Bryans, Professor of Veterinary Science, University of Kentucky
J. Elliot Burch, Trainer
Gerard Burke, Steward
Joseph F. Carlino, Attorney and former Speaker of The New York State Assembly
*Charles J. Cella, President, Oaklawn Jockey Club; President, Thoroughbred Racing
Associations; Breeder, Owner
Anthony Chamblin, Executive Director and Secretary Treasurer of the National
Association of the Horsemen's Benevolent and Protective Association
*George M. Cheston, Breeder, Owner
Herman Cohen, President, The Maryland Jockey Club; Director, Thoroughbred Racing
Associations
Julian Cole, Publicity, Calder Racecourse
Charles Colgan, Assistant Racing Secretary and Handicapper, National Steeplechase
and Hunt Association
Nichols Combest, Trainer
*Leslie Combs II, Vice President, Keeneland Association; Breeder, Owner
Ed Comerford, Columnist, Newsday
John E. Cooper, Executive Secretary, National Steeplechase and Hunt Association
Mark Costello, Resident Manager, Saratoga Racecourse
Teddy Cox, Columnist, Triangle Publications; President, New York Turf Writers
Association
Bill Creasy, Executive Director of Television for The New York Racing Association, Inc.
Keene Daingerfield, Steward
Charles A. Dana, Jr.



A view of the Conference in session

John R. Davis, Director, Thoroughbred Racing Associations
Thomas A. Davis, Counsel, American Horse Council, Inc.
John I. Day, Director of Service Bureau, Thoroughbred Racing Associations
Jack DeFee, National President, Horsemen's Benevolent and Protective Association
Spencer J. Drayton, Director, Thoroughbred Racing Associations; President, Thoroughbred Racing Protective Bureau
Spencer J. Drayton, Jr., Secretary-Treasurer, Thoroughbred Racing Protective Bureau
*Jack J. Dreyfus, Jr., Chairman, The New York Racing Association, Inc.; Breeder, Owner
Francis P. Dunne, Steward
Mrs. Richard duPont, Breeder, Owner
Lucas Dupps, Steward
Thomas M. Evans, Trustee, National Museum of Racing
William S. Evans, Director of Sales, Keeneland
John J. Finley, Jr., President, Eagle Downs; Director, Thoroughbred Racing Associations
Humphrey S. Finney, Chairman, Fasig-Tipton Co.
Bertram Firestone, Breeder, Owner
Mrs. Bertram Firestone, Breeder, Owner
Thomas J. FitzGerald, President, The New York Racing Association, Inc.; Secretary, Thoroughbred Racing Associations
James W. Fitzsimmons, Attorney
*Anderson Fowler, Treasurer, Monmouth Park Jockey Club; Breeder
Raymond Freeark, Illinois Racing Commission
W.C. Freeman, Trainer
Albert A. Gabel, D.V.M., Professor of Equine Surgery, Ohio State University
*John W. Galbreath, Chairman, Hialeah Park, Inc.; Steward, The Jockey Club; Breeder, Owner
Raymond Gillespie, Director, The Jockey Club Statistical Bureau
Manuel A. Gilman, V.M.D., Chief Examining Veterinarian, The New York Racing Association, Inc.
*Tyson Gilpin, Breeder, Owner
Joseph A. Gimma, Chairman, New York State Racing Commission
Col. Douglas Gray, Owner, Newmarket, England
*Gordon Grayson, Breeder, Owner
Robert Louis Green, Manager, Greentree Stud
*Winston F.C. Guest, Breeder, Owner
Heliodoro Gustines, Jockey
Edward F. Hackett, Executive Vice President, United States Trotting Association
*Louis Lee Haggin II, Secretary-Treasurer, The Jockey Club; Breeder, Owner
Seth Hancock, Breeder, Owner
F. William Harder, Breeder, Owner
Mrs. F. William Harder, Breeder, Owner
James P. Heffernan, Secretary, The New York Racing Association, Inc.
Joe Hirsch, Columnist, Daily Racing Form
Philip Hofmann, Owner
Mrs. Philip Hofmann, Owner
Kent Hollingsworth, Editor, The Blood-Horse; President, Thoroughbred Club of America
Lord HolmPatrick, Secretary, Irish Turf Club
David E. Hooper, Executive Secretary, Thoroughbred Breeders of Kentucky, Inc.
*Fred W. Hooper, Breeder, Owner
Nathaniel J. Hyland, Assistant Secretary, The Jockey Club; Steward
Eugene Jacobs, President, New York Division, Horsemen's Protective and Benevolent Association
George Jaggard, Director, Dalare Associates
*Walter M. Jeffords, Jr., Vice-President, National Museum of Racing, Inc.; Breeder, Owner
Nick Jemas, National Managing Director, Jockeys' Guild, Inc.
Dave Johnson, Announcer, The New York Racing Association, Inc.
Philip G. Johnson, Trainer
Dr. C.A. Johnstone, Veterinarian

Don Jones, Executive Secretary, American Quarter Horse Association
H.A. Jones, Director of Racing, Monmouth Park Jockey Club
Sam Kanchuger, Director of Press Relations, The New York Racing Association, Inc.
Wallace S. Karutz, Vice President, New York Division, Horsemen's Benevolent and Protective Association; Breeder, Owner
Thomas J. Kelly, Trainer
Ralph Kercheval, Manager, Mereworth Farm
*Francis Kernan, Steward, The Jockey Club; Trustee, The New York Racing Association, Inc.; Breeder, Owner
William R. Killingsworth, Pugh-Roberts Associates, Inc.
Frank E. Kilroe, Vice President, Los Angeles Turf Club
Arnold Kirkpatrick, President, Record Publishing Co.
*Peter F.F. Kissel, Breeder, Owner
*John S. Knight, Breeder, Owner
Dr. Norman Lewis, Supervisor of Drug Tests, Finger Lakes
Harry Love, Owner
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Robert F. Mackle, Owner
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Robert R. Mahaney, Attorney
David Malone, New York State Racing and Wagering Board
Landon C. Manning, Sports Editor, The Saratogian
John DeWitt Marsh, Breeder, Owner
*Charles E. Mather, President, National Museum of Racing, Inc.; Breeder, Owner
George A. Maylin, Director, Equine Drug Testing and Research Program, Cornell University
*Peter McBean, Trustee, National Museum of Racing, Inc.; Breeder
Henry T. McCabe, Vice President of Racing Operations, New York City Off-Track Betting Corp.
O. Carlyle McCandless, Attorney
James McCulley, Public Relations
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Richard McLaughlin, Manager, Jockeys' Guild Inc.
Warren Mehrstens, Steward
*Paul Mellon, Steward, The Jockey Club; Breeder, Owner
James P. Melton, Steward, National Steeplechase and Hunt Association
Harry Millar
MacKenzie T. Miller, Trainer
*James P. Mills, Breeder, Owner
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Paul A. Mooney, Executive Vice President and Managing Director, Miles Park, Latonia and Finger Lakes
Charles H. Morin, Chairman, Commission on the Review of the National Policy Toward Gambling
Ernest Morris, President, Saratoga Harness Racing, Inc.
*John A. Morris, Treasurer, Thoroughbred Racing Associations; Breeder, Owner
Mrs. John A. Morris, Breeder, Owner
*James B. Moseley, Breeder, Owner
John J. Mullenholz, Assistant General Counsel, American Horse Council, Inc.
Duane Murty, Owner
Wayne Murty, Owner
Joseph C. Nichols, Columnist, New York Times
Corwin Nixon, Trustee, American Horse Council, Inc.
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Thomas O'Brien, Executive Vice President, Eagle Downs Racing Association
Dr. Joseph C. O'Dea, Veterinarian
Joseph M. O'Farrell, Vice President and General Manager, Ocala Stud
Jerome V. O'Grady, President, Pinkerton New York Racing Security Service, Inc.
Dr. F.A. O'Keefe, Breeder, Owner
Dr. Joseph Palamountain, Jr., President, Skidmore College
J.K. Patrick, Owner

Stanley D. Petter, Jr., Breeder
*Ogden Phipps, Steward, The Jockey Club; Trustee, The New York Racing Association, Inc.
*Ogden Mills Phipps, Vice Chairman, The New York Racing Association; Breeder, Owner
Mrs. Ogden Mills Phipps, Owner
James Picou, Trainer
Joseph P. Pons, Breeder, Owner
*George A. Pope, Jr., Breeder, Owner
Mrs. George A. Pope, Breeder, Owner
Robert E. Quirk, Pinkerton New York Racing Security Service, Inc.
Charles W. Raker, V.M.D., Lawrence Baker Sheppard Professor of Surgery, University of Pennsylvania
Virgil W. Raines, Trainer
Calvin S. Rainey, Executive Secretary, The Jockey Club
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*Donald P. Ross, Jr., Executive Vice President, Delaware Racing Association, Inc.; Steward, National Steeplechase and Hunt Assoc.; Breeder, Owner
Harry L. Rossi, President, Continental Thoroughbred Racing Association
Bill Rudy, Columnist, New York Post
John W. Russell, Trainer
*E. Barry Ryan, Breeder, Owner
Walter J. Salmon, Jr., President, Grayson Foundation; Breeder, Owner
Michael Sandler, Publisher, Triangle Publications, Inc.
Bertram D. Sarafan, Chairman, New York State Racing and Wagering Board
John D. Schapiro, President, Laurel Racecourse
*John M. Schiff, Steward, The Jockey Club; Trustee, The New York Racing Association, Inc.
*Reeve Schley, Jr., Vice President, Monmouth Park Jockey Club
Charles V. Schwenker, Ohio State Racing Commission
Warren Schweder, Executive Vice President, National Association of State Racing Commissioners
Paul Screvane, President, The New York City Off-Track Betting Corp.
Leo C. Shirley, President, National Association of State Racing Commissioners
Paul Silverglid, Chairman, Commission Special Revenue, Connecticut
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Harold Snowden, Manager, The Stallion Station
Harold Snyder, Owner
James D. Stewart, Trustee, National Museum of Racing
Lynn Stone, President, Churchill Downs, Inc.; President, Hialeah Park, Inc.
Robert P. Strub, Chairman, Los Angeles Turf Club, Inc.
Charles Sullivan, Assistant Racing Secretary and Handicapper, The New York Racing Association, Inc.
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Peter Tunny, Hollywood Turf Club
Helen C. Tweedy, Breeder, Owner
*Daniel G. Van Clief, Breeder, Owner
Kenneth P. Veit, Director, Pugh-Roberts Study
Sylvester E. Veitch, Trainer

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Elmer Vickers, Jr., Vice President and General Manager, Calder Racecourse
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David A. Werblin, New Jersey Sports Exposition Authority
*Wheelock Whitney, Breeder, Owner
Clifford Wickman, Executive Vice President, Thoroughbred Racing Protective Bureau
Joseph Wickman, Agent in Charge, New York Division, Thoroughbred Racing Protective Bureau
William H. Williams, Regional Manager, Triangle Publications, Inc.
Jacques D. Wimpfheimer, President, Thoroughbred Owners and Breeders Association
Frank Wochinger, New York State Laboratory
Dr. Jordan G. Woodcock, Administrator of Drugs and Medication Program, American Horse Shows Association
John Yglesias, Owner, Spain

Kim Brady, Observer	Richard Jones, Observer
Mrs. Raymond Gillespie, Observer	Charles F. Mintz, Observer
Ellen Hancock, Observer	James Nichols, Observer
Mrs. George Jaggard, Observer	Thomas Rainey, Observer
Marshall Jenney, Observer	L. Rinquist, Observer
	Coordinator, Calvin S. Rainey

*Member of The Jockey Club

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MR. BRADY: Good morning, ladies and gentlemen. Welcome to the Twenty-Third Jockey Club Round Table Conference.

You will find in front of each of you a copy of the Pugh-Roberts report on "Future of Thoroughbred Racing in the United States" and you are welcome to take this report home. Our plans are to distribute copies of it to all of the racing associations, racing commissions and other authorities in the country. A great deal of interest has been shown in this report and I hope you find it worthwhile.

I have had several questions over the years as to what The Jockey Club Round Table is all about. What do you do? What does it consist of? Frankly, it is a little hard to describe but I think, in my mind perhaps, it could be best summarized by citing the quotation from the Bible which says, "It is better to light one candle than to curse the darkness." What we try to do here is to present some of the issues, the tough issues, that are confronting the industry, not with any idea that we have the answer, but with the idea that if we assemble good minds on the subject, we will try to get at least the first step toward the solution. The problems are tough and if we don't start on them, we certainly will never get them solved. In that regard, I want to express all of our thanks to the members of the panels and particularly the moderators who have organized these men.

I would like to introduce the head table — Mr. Calvin Rainey, our Executive Secretary, Mr. Paul Mellon, Vice Chairman and Mr. Louis Haggin, Secretary-Treasurer of The Jockey Club.

The format, as you are aware, is to have the panel go through their work and then we will entertain questions.

The first panel is an extremely difficult one and is entitled "Can Racing Ever Speak With One Voice"? Mr. Jim Moseley, an owner, a breeder and a member of The Jockey Club, is moderator of this panel. Jim, will you please introduce your panelists.

CAN RACING EVER SPEAK WITH ONE VOICE?

MR. MOSELEY: Thank you, Mr. Chairman — it is indeed a pleasure to have with us today such a distinguished panel.

I will introduce each member of the panel before they speak, and I would like to suggest that we hold all questions till the end. If anyone then has a question, it would be helpful if they would stand, identify themselves, and direct their question to the member of the panel they would like to have answer it.

The topic under discussion today will be "Can Racing Ever Speak With One Voice"?

My remarks will be brief in view of the tremendous talent that we have with us today, and also because I realize that giving advice is usually a thankless business, and I assure you that I shall not venture far in that direction. I have always kept in mind the unconsciously profound summation written by a small school girl: "Socrates," she wrote, "was a Greek philosopher who went about giving people good advice. They poisoned him."

In order to start off what I hope will be a lively discussion I would like to make just a few observations, observations that have been made either in part or in whole by highly qualified people in the industry.

Virtually everything that has been discussed this year about the status of racing arrives at the conclusion that the old ways are not sufficient to meet the challenges of both the present and the future.

That of the many different problems plaguing racing throughout the country, the biggest, most overriding one facing the entire industry is unprofitability, or lack of opportunity for success, that other responsible people have in their endeavors.

The racing industry is a complex one, most businesses are. If we are to survive, the importance and necessity of unity must be stressed.

Granted there might be areas where speaking with one voice might be difficult, maybe impossible, but I would venture to guess that in all but isolated cases racing

can and must band together in order to meld the best of the past with the promise of the future. That is the hope and the challenge for people in this room.

In closing, I would like to suggest that the only difference between stumbling blocks and stepping stones is the way in which you use them, and that today is but one of many stepping stones towards the unification of the racing world. And, with that I would like to introduce my first panel member, Mr. Ernest Morris, former President of the Harness Tracks of America and President of Saratoga Harness Racing.

MR. MORRIS: Thank you, Mr. Chairman. About thirty years ago we were just starting our venture on the other side of Nelson Avenue and we were very short of stables in those days. The grand circuit was about to ship in and we needed a few extra stalls for some of the grand circuit colts. One of our directors observed that his aunt had some stabling across the street in what is now the New York State Racing Association so we put in a telephone call and unfortunately his aunt didn't answer the phone. His uncle did, and our director presented the problem and there was a long silence on the other end of the phone and then the voice came, "Dunbar, are these those horses that race at night under the lights"?, and Dunbar said, "Yes, Uncle Brose." "Well, I don't think your aunt would want horses like that in her stables," and that was the end of the telephone conversation. As I say, that was 30 years ago and I don't think I have to belabor the point to show how much progress we have made in the intervening 30 years. Of course, we've had some help. Sweet are the uses of adversity.

First there was the terrifying epizootic of 1963 and racing then found that it could act in concert. Then came the effort of the Congress of the United States to prove the wisdom of Chief Justice Marshall's statement that the power to tax is the power to destroy and again we got together and staved off that effort to destroy us and now recently, more recently, in the great state of New York in 1970 after that horrible midnight session of the legislature characterized by a Long Island newspaper as something that would do discredit to a banana republic — I'm referring to the session when they passed the off-track betting bill first in 1970 — which stimulated a joint effort cutting across bread lines and which after two or three years of hard work and the fine performance of the Delafield Commission, brought about some relief from that horrible blunder.

But all of these problems were problems which put us on the defensive. We have demonstrated, I think, that we can act in concert on the defensive. We have been able to survive.

That is not good enough. We should be moving forward. Can we move forward with one voice in concert? That is the serious question. I don't believe this is a matter of whether we're galloping or trotting or pacing or sprinting or jumping or going distances. It isn't a matter of what stud book the ancestors of our beautiful animals find themselves in. It is the motivation of the people in respective sports. This brings up a very serious question and one of the difficulties with speaking with one voice and I'd like to tell you another story.

Last week in the New York Times, Red Smith had a column about a man named Sam Rosoff and for the many people in this room who don't know Sam Rosoff, I'm sure if you read Red Smith's article, you've got the picture of a rather benign character who was one of the denizens of Saratoga of those days. As a matter of fact, Sam Rosoff's cottage was on the site of the present Museum of Racing and I understand he was quite a character. He built many of the New York subways of the day, was one of the greatest gamblers of the day and among his other accomplishments in 1933 or '4, he purchased the bankrupt Hudson River Night Line for about a hundred thousand dollars and he made a statement when he bought the Night Line: "I bought it because I've always loved the river." And then there are those of you who remember Ed Wynn. He was then on the New York stage and in his amiable way he quoted Sam Rosoff's statement about loving the river and Ed Wynn gave that funny little laugh and he said: "He loves the river just like the lumberman loves the forest."

I'm afraid that one of the problems with speaking with one voice is that there are a lot of people who love racing as the lumberman loves the forest. How can a conglomerate love racing? I think that is one of the great dangers that we face and the great hurdles that we have to overcome in speaking with one voice, the motivation of conglomerates.

The conglomerates don't need to be huge corporations. There are individuals who act like conglomerates in raising problems about racing's unity. We must be aware of these things, Mr. Chairman, as we face this question.

As to the question itself, whoever framed it really answered the question because he used the word "ever." I have lived in horse racing long enough never to say "never" and you would have to say "never" to answer this question in the negative.

Thank you very much.

MR. MOSELEY: Thank you, Ernie. The second member of our panel will be Mr. Kenneth P. Veit, Director of the Pugh-Roberts study. Ken.

MR. VEIT: Thank you, Jim. Like the Greek philosopher Socrates whom you mentioned earlier, I'm probably going to raise more questions than I'm going to answer, and I think the first question I should raise is: *Should* racing speak with one voice? The question we've been asked is: *Can* it? But first you have to ask: *Should* it? I think the answer very clearly is: Yes. When you read this report — the Pugh-Roberts report that came out this morning — and you realize the large number of internal and external threats to the racing industry that exist today, the answer screams out at you: Racing *must* speak with one voice; the problems demand unified action.

The second question is: What might be accomplished; what would be the objectives? Well, if racing does speak with one voice, it seems to me that there are two broad areas you have to address. One is the resolution of conflict within the industry in the general interest of the health of the entire industry and second, you need an effective spokesman for dealing with the "enemy." I put "enemy" in quotes, but let's face it, in any business where you have people who hold power over your pursestrings, where you have people who share in your income but not in your risks; where you have people who have the ability to put you out of business, and I'm not just speaking about the government here — you have the ability to put each other out of business — you have some "enemies."

Now, the third question you have to look at is, how do you go about doing something about this? It's fine for people to get together and have breakfast and lunches and dinners and meetings and conferences, but if you're really serious about getting something accomplished, you're talking about doing something more than just talking. You have to ask yourself the question: Do you want an *organization* at all, or do you simply want an informal group which gets together once in a while in the Board room of The Jockey Club? I personally believe that you need an organization, a formal organization and a strong organization with an exceptionally strong leader. What would this organization accomplish? First of all, and very important, is the marshalling of facts. This is an industry with very few facts, lots of opinions, lots of partial information but very few integrated facts. Collecting data is not very difficult. It's largely a function of how much money you are willing to spend. It also depends on the willingness of people to disclose facts to a fact-gathering group. When the Pugh-Roberts study got started, we were amazed at how many people gave us confidential information when they really believed the study was being conducted in the interests of racing as a whole. I think that if you have a well-financed organization, you can continue to gather more facts of the type that you need to make your points, which brings me to the second thing that this organization would do and that is *articulate facts*.

Most people do not understand racing — I'm talking about people outside the industry, particularly the government. They do not really understand the functioning of the industry or why it has problems. They look at it largely as a bunch of rich men who own some very expensive horses, just like they own some very expensive paintings, but they don't realize that racing is really a business. The Government

knows that racing provides tax revenues and they are happy with that. You have got to establish facts, and the creditability of those facts, about the very serious condition of the racing industry.

I also think that with respect to some of the internal problems that you face — and you face some very serious internal problems — you have got to have an arbitrator and this gets us into the question of delegation of power. The various organizations and sub-organizations have to give up some of the power that you now have in the interest of the common good. That's very difficult to do. Each of the various organizations in racing has to ask itself how much of its power or autonomy it is willing to give up in the interest of industry progress. I think it very important that you have a strong leader for such an organization as this. The kind of man I have in mind — and unfortunately, my two top candidates have been dead for some time — would be someone like J. Edgar Hoover, a man who we used to see out at the race-tracks in Maryland every weekend, a man of enormous moral stature, and a man whom everyone would believe when he said something. Another example I have in mind would be General Douglas MacArthur who was very interested in sports and who, because of what he was and what he stood for, would command respect and to whom, if he spoke for the industry, people would listen.

Unfortunately we don't have too many heroes in the United States these days except perhaps the astronauts. Possible names among the living that pop into my mind are people like Judge John Sirica and Archibald Cox, in other words somebody who has a national reputation for being a very strong and honest individual.

The reason I thought of Sirica is because if you go back to the early days of baseball — or at least a half century ago — the sport was in a real mess and they picked a jurist, a man with the unusual name, you may remember, of Kenesaw Mountain Landis to be Commissioner of Baseball. I looked up the story because it's a very interesting one.

You may say: What does this have to do with horse racing? But in 1920, on top of lots of other problems, baseball was rocked by the so-called "Black Sox Scandal" when eight players of the Chicago White Sox, one of the great baseball teams of all time, were discovered to have thrown the 1919 World Series in a conspiracy with gamblers. Nothing was ever proved in a court of law, but baseball was shaken to its very foundation by this scandal. In 1907 Judge Landis as a trustbuster had fined Standard Oil Company twenty-nine million dollars — that was when twenty-nine million dollars was really worth something — and had earned a reputation for being incorruptible, fearless, etc.

He was making \$7500 a year in 1920. Baseball offered him a seven-year contract for fifty thousand dollars a year, but he said, "I won't take the job unless you give me absolute authority." They gave him absolute authority and he acted in the best interests of baseball for almost a quarter of a century.

The first thing he did was fine Babe Ruth and that was a pretty tough thing to do. Babe Ruth was pretty popular in those days. He also lowered the boom on all of the players who were involved in the 1919 World Series conspiracy, even though they had not been convicted by a court of law. He blacklisted them from baseball forever. Two of those players probably would have been in the Hall of Fame if it hadn't been for that incident, so that was a pretty tough decision to make.

He did a number of other tough things over the years. He forced John McGraw and Horace Stoneham to sell their interests in a Havana racetrack. It may not be appropriate to dwell on that incident here this morning, but at the time baseball didn't want to be associated with gambling in any way and Landis forced two of the most powerful men in baseball to do what he felt was best for baseball. He also expelled Bill Cox, the President of the Phillies for betting on a game.

He made major changes in the draft system of minor league baseball players to prevent major league teams from hiding good baseball players in the minors for a number of years. Lots of these things were unpopular; lots of them went directly against the grain of what certain interests in the sport wanted to do, but he really

made baseball a heck of a lot stronger and I think racing needs that same kind of person. I think if you can find someone like that, racing can speak with one voice. But it's very difficult to do.

Is all this possible? Yes, I think it is. You've got to answer, as I said, a number of questions. You've got to decide if you want an organization and what type of organization it is you want. You already have the American Horse Council. Do you want to expand it? Do you want to have a sub-group which acts as an advisory committee to the AHC? Or do you want a separate group? What would be the membership of this group? The question this morning is: Should racing speak with one voice? What do you mean when you say "racing"? Do you mean just horse racing or should you include dog racing? We talked about this a little bit yesterday morning at breakfast. "Do you want us to go the dogs"? was the way somebody put it. Well, dog racing has a certain amount of commonality of interest with horse racing. But, on the other hand, there are many people who say that dog racing could be the death of horse racing, so you've got to decide the scope of an organization such as this.

Do you mean just horse racing or do you mean pari-mutuel sports in general (which would include jai alai)? Or would you even want to extend it to all legalized gambling? What kind of a scope would an organization such as this have? Would it make general policy statements or would it talk of specific issues like the medication issue that we've heard so much about recently? How much autonomy would it have? How much power would it have to enforce decisions? Interstate competition in horse racing is a very serious problem which is addressed in the Pugh-Roberts study. Who is going to solve that problem? Racing has got to solve the problem itself.

Therefore, an organization like this first has to settle on some general guidelines, or cornerstones of agreement. The industry is a net consumer of capital. That is your major single problem today. You are not creating capital, you are eating it up. There is a constant need for new capital coming into the industry. Where is it going to come from? You've got the government as a partner in your industry. It has to be made to understand that there is a need for profit in this industry or at least the need to substantially reduce losses. As this Pugh-Roberts study will show you when you read it, losses are going to get worse, not better, driving people out of the industry. That is not what you need; you need people coming into the industry.

I believe also you've got to ask some hard questions about off-track betting. How can off-track betting be used to help the industry? It's not going to go away as much as you might like it to go away. The government is your partner. What can your organization do to address the question of how to contain the government's involvement and how to get them to understand they've got to give back some capital if they want to keep their own stake growing over the long term?

So, to sum up, the answer to the question we've been posed is: Yes, *but*. The answer to the question has a big *but* after it. Yes, racing can and should speak with one voice, but only if you first ask and answer some very tough questions about objectives, issues, and autonomy. Thank you.

MR. MOSELEY: Thank you, Ken. It gives me great pleasure to introduce our third speaker, Mr. Don Jones, the Executive Secretary of the American Quarter Horse Association. Don.

MR. JONES: Thank you, Mr. Moseley, ladies and gentlemen. It is really my pleasure to be here in Saratoga to represent the American Quarter Horse Association at this meeting. We are all here today because we have an interest, either a vested interest or otherwise, in the racing industry. Hopefully, our industry will benefit from this meeting.

However, before any industry or business that is composed of several factions can move ahead and prosper, it must have two things: unity and direction. It is easy to say these words, unity and direction, but it is not easy to achieve the actual meaning of these words.

The racing industry makes the pretense of being together or unified and that of knowing where it's going. It is not, and that's why we are here. Racing, like any

industry, is composed of various segments, both large and small. We consist of large tracks, small tracks, large organizations and small organizations. Unfortunately, as is usually the case, many are subservient to a few. The emphasis is usually placed on size, longevity and self. Everybody talks unity and direction at meetings or to one another, but seldom do they practice it. The only unity within the horse industry today is the American Horse Council, and it was established to combat a common enemy. Yet, racing has many common enemies. But tracks, individuals and organizations cannot raise above self-interest to combat these enemies together.

Perhaps the Racing Advisory Committee recently appointed by the American Horse Council can put the industry needs into the proper perspective. An example of what I am referring to took place recently at a track here in the east. The management decided to run two Quarter Horse races each Sunday in addition to the regular Thoroughbred card. After all the plans were made and the commission had approved the dates, an organization filed for an injunction to forbid the running of Quarter Horse races. They claimed irreparable damage. Now, it is common knowledge that since this particular racetrack opened, it has been forced to run short fields due to a lack of horses. Still, under the guise of representing the best interests of all owners and trainers, this organization went into the courts in an effort to prevent the running of what was basically an exhibition, possibly benefiting everyone at that track, both management and horsemen alike. At the very least, there was that possibility. The fact the injunction was denied is of no consequence. The intent remains the same. That was a very recent incident. For years other organizations have worked diligently to prevent Quarter Horse racing from being conducted in states where pari-mutuel wagering is legal, as well as trying to delete Quarter Horse racing from proposed bills to legalize pari-mutuel wagering in other states. This attitude and stance is not restricted to Quarter Horse racing. Other racing interests have received and do receive the same negative response. If this attitude is prevalent, the new racing advisory committee and every group or organization that supposedly represents the racing industry can be disbanded right now and forgotten.

In other words, harness racing, Thoroughbred racing and Quarter Horse racing can all go their separate ways while the common enemies try to destroy the entire industry. Had it not been for competition, the horse racing industry would not have advanced as far as it has today. The real competition is not between one equine breed and another or one track and another track. It is among dog racing, lotteries, movies, television, boating, fishing, beaches and on and on and on. The Quarter Horse racing industry is not as large as the other major racing interests in terms of total handle, purses, and number of races. Also, we race at small tracks compared to Saratoga and Aqueduct. We want to grow slowly and steadily. We do not want tracks to be forced to run short fields. When there is an adequate number of horses, there will be tracks where these horses can run.

Even though Quarter Horse racing has actually been conducted on a formal basis for only a few years compared to Thoroughbred racing, we have never failed to have a year when we did not increase considerably in every area of racing, such as handle, purses, number of races, etc. The future looks as bright as the past. We will continue to grow slowly and steadily by design. We in the Quarter Horse industry are fortunate compared to the Standard-Bred and the Thoroughbred because racing is only one small facet of our industry. Of our 1,100,000 registered horses and 80,000 members, only a small percentage is involved in racing. Therefore, when we encounter such negative situations and organizations as I mentioned earlier, we can afford to be patient and move slowly. We know that if the racing industry in general prospers and does well, Quarter Horse racing will also do well. We also know if we work together on a united front, we can create a solid, progressive industry that will grow faster and perhaps arrive at our destination faster than if we worked alone. But, as our past performance indicates, we will get there just the same.

Hopefully one day, all facets of the racing industry will realize that together the industry will prosper, and that competition within the industry is healthy, not

detrimental, which was proven when harness racing came to the New York City area. We at the American Quarter Horse Association and in the Quarter Horse industry want to, we do, and we will work with every facet of the racing industry for everyone's benefit, provided the unity and direction is there. We do, however, want to know the posture of others and where they stand. For instance, if the organizations I referred to earlier are only going to talk unity and good of the industry, like they have in the past, and then practice just the opposite, we will not expect otherwise. The racing industry is hundreds of years old, and we're dealing with it today in a world that is in no way similar to what we have dealt with in the past. Our society is growing and becoming more sophisticated at an ever increasing rate. Technology is growing tremendously. The world is on wheels and in the air. The situation we face today is not the same as we had in the 1940's or 1950's. Today it is only a matter of three hours or so from one coast to the other. Just as mechanization has changed our means of travel, it's changed our thinking and reactions. We must face up to the new sophisticated and mechanized world of today, improve on the old thinking, and re-evaluate our position. The law of evolution states that every species and civilization must move, change or die. The law can be applied to business and industry as well. The racing industry is not a united industry, but we can become one by adjustment, and therefore, cope with the problems that face us in the 1970's. Thank you very much, Mr. Chairman.

MR. MOSELEY: Very well, Don. The fourth speaker will be Representative Corwin Nixon, Chairman of the United States Trotting Association, trustee of the American Horse Council and Minority Leader of the Ohio House of Representatives. Representative.

MR. NIXON: Mr. Chairman, I am very pleased to be invited to participate in this panel discussion, and speak to you on the question of, "Can Racing Ever Speak with One Voice"? I have chosen for a subject this morning one with which I have had a lot of experience in the legislature and how to deal with the legislature.

The process of encouraging legislators to support or oppose particular pieces of legislation is called "lobbying." It has long been a part of our governmental system and in most instances is very important to good government. The most important component of effective lobbying is your involvement. Your expertise and knowledge in the area of racing can be used to educate your representatives in the legislature to our problems and concerns. It is your responsibility to be aware of the legislation which might affect the status of racing in your state and to contact the appropriate people so that they can be aware of your concerns. Many legislators may not be knowledgeable about the problems you face. You must explain your feelings to them. That is one of the most important aspects of lobbying.

One of the most perfect examples of united efforts that I can recall as a State Legislator is a bill which recently passed in the Ohio General Assembly revamping horse racing laws in the state. Some people said that the bill represents a gold mine for racetrack owners and owners of racehorses, particularly in Ohio. Personally, I think the legislation represents a legitimate effort on the part of the horse race industry to make such needed changes in existing law.

Let me, first of all, highlight on a few of the changes that this bill makes in the horse racing laws in the state. It changes the pari-mutuel wagering taxes on running and harness racing. It permits some substantial tax reductions for capital improvements to tracks or for the building of new tracks. It increases the number of racing days. This bill made many other changes which I have not the time to speak on which benefit all racing.

Most of the changes represent what some might say are concessions to racetrack owners in Ohio. I seriously doubt whether any of the amendments would have been included in the legislation had not the united efforts been so intense behind this bill.

Those testifying in support of the bill included the Ohio Harness Horsemen's Association, the Ohio Standardbred Breeders Association, and the Ohio Racing Study Commission and other interested parties included the Ohio Thoroughbred Associa-

tion, United States Trotters Association and the Ohio State Racing Commission. Trying to reconcile the differences which all of these organizations had on this proposal was an enormous task. I think the legislature responded well in this regard.

It is also important to remember that your elected officials are responsible to you and their other constituents for their actions. Generally, they will want to know how you feel. They represent their home districts more than their own views, and, that is why they should be made aware of your interests.

Along this line, I want to say that the best way to affect legislation is through your personal contact. Legislators respond to a number of different groups: First and foremost, their constituents, the people who elect them. But they are also subject to pressure from their political party, the administration and professional lobbying groups. All of these are legitimate means of influencing government. However, a personal call or letter from a constituent is often a deciding factor in the voting process.

You as individuals and as a group have a big investment in government. Your tax dollars are an involuntary investment in government. Your time and contributions are voluntary investments. Both of these create a bond between an elected official and the people who elect them. They make your representatives responsible.

In closing, let me say that legislators are more than glad to be informed of what the racing industry needs. In Ohio many of our legislators knew little about the race-tracks. We took them out to many of the tracks and we had individuals talk to them and I want to say that I don't think any racing bill as big as this was passed in the House - 88 to 8 - and I appreciate this effort and thank you again, Mr. Chairman, for inviting me here this morning.

MR. MOSELEY: Thank you, Representative. Our next speaker will be Frank E. Kilroe, Vice President of Racing at Santa Anita; Director of Racing at Hollywood Park and former Racing Secretary of New York, Santa Anita and other tracks. Jimmy.

MR. KILROE: Frank Lloyd Wright, who was no cinch to pass a sanity commission himself, once propounded a geographic theory that the continent of the United States was tilted to the west so that all the nuts had a tendency to roll into California. Some of the innovations we have, or experiments that we have made in California, we're very proud of. Others we were scandalized by—as people around the country have been. But one experiment I think is extremely pertinent to our discussion today.

So far the conversation has been more on the speculative side. Can racing's divergent interests get together and function effectively together? In California we have a federation of racing associations which includes not only the Thoroughbred tracks but the harness tracks and the Quarter Horse tracks. It was put together in the first place because we have a very serious union problem in California which seems to get more serious all the time and we were afraid that the unions would split one track off from the herd and get a contract there that would eventually be binding on all the rest of us.

In that area I think the federation has been extremely effective. It's not one big happy family but I always thought one big happy family would be a very dull place to live. We have our disputes. We have a pretty good one going right now as a matter of fact, but we do try to get together on dates so that we don't appear in disarray before the Racing Board and with almost the certainty that the Racing Board will take matters into its own hands and allot dates whether we like them or not. Most of those arguments have been ironed out in private conferences before we have to take a public position on them. I mean, we're competing for the discretionary dollar every time and we have not only each other to compete with but in California we have many other forms of recreation. Such places as Disneyland are world famous. I would say the general progress has been pretty steady and it makes us much more effective when we have to deal with the legislators.

Representative Nixon has told you the legislators are susceptible to persuasion and the more your persuasion is organized, the better chance you have of selling your story. I think it's almost 10 years now since California tracks got together and did, not as broad a picture as the Pugh-Roberts report, but they commissioned a Stanford report

which did embrace every phase of the horse game in California, the breeders, the racetracks. It was a tremendous big tome by the time they got finished with it and came up with a pretty good bill—something like \$180,000, which was divided not only by the racetracks but the California Breeders Association and the Horsemen's group. I was surprised myself to go up to Assembly hearings and see how ready the legislators were to refer to this. This was a study of racing not made by racing interests with obvious suspicion of self-serving. It was done by an individual research group of very high repute. The legislators treated it more or less like the Bible and we achieved some extremely favorable legislation through that means. I think all of racing can do that. I think—I'm sure there are a lot of places where we have to disagree but there are at least three or four areas where it's almost imperative that we do agree and not get in public arguments before Congressional committees or legislative committees in our own states.

I'm very happy to be a member of the advisory board that's been proposed by the American Horse Council. That was set up deliberately not to have people talking from fixed positions as representatives of the HBPA or the TRA or HTA but to get members of those organizations who could function together without freezing in the same old positions their organization had taken 10 years ago. I have hopes that it will be available to speak for racing when, as quite often happens in our game, we're faced by emergencies. But as I say, in California we have tried that much of the future and it has worked. I am hopeful it will do that all over the country.

MR. MOSELEY: Thank you, Jimmy. Our sixth speaker on the panel this morning will be Mr. John A. Bell III, a former Kentucky State Racing Commissioner, owner of the Cromwell Bloodstock Agency; owner and breeder and many other things. John.

MR. BELL: I don't know what's included in the many other things, but thank you, Jimmy. The topic of our panel is "Can Racing Ever Speak with One Voice"?

We must not overlook the fact that legalized pari-mutuel racing includes, in many state racing jurisdictions, the conduct of Greyhound racing.

In an ever-increasing number of localities, the conflict between horse racing and dog racing has and will continue to be a most serious threat to the survival of one of these two forms of legalized pari-mutuel racing.

It is my opinion, and, I feel it is shared by most of the people involved in horse racing, that horse racing simply cannot co-exist with dog racing in most geographical areas. There may be exceptions but they are few.

Practically all urban areas are in desperate need of additional tax dollars. Hence, there will be increasing pressure to introduce dog racing into new areas in hopes of producing expected tax revenues as painlessly as possible.

The dog racing show can be put on with a mere fraction of the costs of producing horse racing. The state and local governments must be made fully aware of the risk of losing present tax revenues from the existing very sizeable financial investments in horse racing and its allied activities if competition from dog racing is allowed.

Further, any given community has a limit to the amount of gambling that its citizens can absorb without serious economic and social consequences.

Whereas I am confident that horse racing can and will speak with one voice; I do not believe that horse racing and dog racing will ever speak with one voice. Thank you.

MR. MOSELEY: Thank you, John. My last speaker on this panel will be Warren Schweder, Executive Vice President, National Association of State Racing Commissioners. Warren.

MR. SCHWEDER: Thank you, Mr. Moseley, Mr. Brady, ladies and gentlemen. You have to be thinking, after listening to six thoughtful answers to the same question, what can this poor fellow add to it. If he hadn't prepared a statement before leaving Lexington, this poor fellow would be asking himself the same thing. For the seventh time, Can Racing Ever Speak with One Voice?

Of course it can — when the separate parts of the enterprise subordinate their self-interests to the common interests of the entire sport or when the separate parts find that their self-interests indeed are common interests.

These are two distinct conditions, and we need to acknowledge the differences. That first entails some sacrifice, obviously, and the second doesn't.

So, my answer to the question is a qualified one. Racing can speak with one voice when it clearly is to the advantage of its affiliated parts. On occasion it has.

Racing won't speak with one voice if the condition of unity must be the subordination of all self-interest.

And, indeed, why should it — any more than should the packer and cattle producers and feed lot operators and grain producers always speak with one voice?

In professional sports, racing is unique, and to expect it to function before the world with the comfortable singlemindedness of the National Football League is absurd. Yet we frequently look at the other sports and wonder why we, too, can't march to a single drummer.

But there is no valid comparison between other sports — usually owners and players — and horse racing — competitive track operators and owners and breeders and trainers and jockeys and goodness knows how many other groups, each organized, each requiring special considerations, each giving and taking according to its reasonable special interests. Finally, there are the 30 sovereign pari-mutuel states, each with its own rules and regulations, each with a view of how it must balance its own interests against those of racing and, of course, those of the public.

Segmentation? Of course. A house of cards? No way. There clearly are far bigger issues that unite us than divide us, and it is to these that we should be addressing ourselves.

Recognizing this, the Executive Committee of the National Association of State Racing Commissioners last March in New Orleans authorized its president, Leo Shirley of Michigan, to take the initiative in calling a council of racing's leaders for the express purpose of dealing with the sport's pressing problems in a united way.

To put it simply, it was hoped that this council, this congress, would select a problem of immediate common concern and devise an industrywide strategy for coping with it. Then, having successfully accomplished one objective, it would be easier to mobilize the industry a second time and a third and a fourth, until working together became somewhat matter of fact. The NASRC, because it sees in itself no special interests, hoped to be the catalyst in bringing this about, but the on-going leadership was to come from the sport's own ranks.

Unknown to us at the time, however, the American Horse Council was moving in the same direction, on a parallel track, and as you know, an advisory committee on racing now has been formed, somewhat as an adjunct to the Council's executive committee.

My own Association wouldn't have gone about it quite that way, but the step has been taken and we'll do what we can to help make it a right one.

The question now is this: What can this committee do? What can it accomplish? That depends on three factors — possibly more:

1. The goals it sets for itself.
2. The degree of cooperation it is given by the sport at large.
3. The quality of the staff work that the American Horse Council can provide.

If its ambition causes it to over-reach or if its zeal embroils it in issues for which there is not an established consensus it is doomed to failure.

It'll fail, too, if it doesn't get the support it needs, if there is foot-dragging among any of the constituents, if there is reluctance to support a commitment once made.

As for the American Horse Council, its work is cut out. By accepting the responsibility for this industrywide movement, its role in racing could change significantly. Therefore, we must all be entirely watchful in order that such changes as may occur in the council do not disadvantage it.

Will racing speak with one voice? It could. Sometimes. Thank you.

MR. BRADY: Thank you very much, Warren. As I suggested in the beginning, I am sure that many of you may have questions that you'd like to ask of the panel members. I wish you would stand if you would, identify yourself, and then ask the

question so that everybody can hear you and so let's start the questioning period.Don't tell me we've covered it so thoroughly that nobody has any questions. Gentlemen, I think you've done that. I want to thank each of the panelists for the hard work that they put in. While we were talking here, Paul Mellon made a suggestion which I think might be a good one. He said he thought we ought to establish a fund to give every member of Congress a horse in training. Jim.

MR. MOSELEY: Nick, I would like to thank each and every member of the panel. Many have come long distances to be here with us today and have worked hard to put together their thoughts, a particularly hard task considering the time I gave them. I would also like to thank you, Nick, Chairman of The Jockey Club, whose help and leadership have contributed so greatly in presenting the problems, the serious problems facing all of us. I would be remiss if I didn't mention Cal Rainey whose help I could not have done without. Thank you one and all and I hope you've enjoyed the panel. [BRIEF RECESS]

MR. BRADY: Our next panel is one which will discuss the very important matter of the Independence of Stewards. Mr. Donald Ross, who has been a rider, is Executive Vice President of Delaware Park and a member of The Jockey Club, is the moderator of this panel. Don, will you please introduce your panelists.

INDEPENDENCE OF STEWARDS

MR. ROSS: Thank you Nick. I will first introduce the members of the panel. They are from my left, Mr. Edward S. Bonnie, Steward of the National Steeplechase and Hunt Association and an attorney; Mr. Keene Daingerfield, a Steward for the Kentucky State Racing Commission; and Mr. Calvin Rainey, Executive Secretary of The Jockey Club.

We had a little get-together yesterday afternoon to cover, as briefly as possible, the area in which each one of us would speak. This was a general discussion and not at all formal. Each and everyone's report will be strictly of his own creation. I believe that it would be helpful at the end of all four speeches for us to entertain questions from the floor and I think we'll stand ready to field them no matter what they are. By way of getting into this subject perhaps you will indulge me a little nonsense concerning my first experience with the steward's stand. Many of you, in fact probably most of you in this room, knew my father who was involved in racing for many years and was a rather gruff and somewhat penetrating man.

Several years ago I thought it would be fun to try my hand at a little amateur race riding and after a great deal of preparation and hard work the mighty event took place somewhere down in lower Virginia, and on Monday morning I happened to run across my father who said, "Well, you had your first race over the weekend. How did it go?" I said, "Oh, really not bad at all, I finished fourth." He then asked, "How many horses were in the race?" Well, it was embarrassing to admit that there were only four. Some years later I had the good fortune to attend The Jockey Club School for Officials here in Saratoga. I met many good friends and went around with such important people as Manny Gilman and others until finally at the end of the session I arrived at the steward stand with Cal Rainey, Francis Dunne and the late Mr. Earl Potter. Upon conclusion of this effort, I ran across my father again and he said, "Well, how did things go at The Jockey Club School?" I said, "Gosh, just tremendous. You won't believe this but after all the struggles of getting through school and college, I finished number one in my class." Boy I should have known better. He said, "How many were in the class?" I said, "Well, you're right; just one." From there I'd like to get into a few comments, since I am involved in racing from a racetrack management standpoint. I'd like to make a few comments from that viewpoint and perhaps a good starting place would be to take the premise which is certainly not new, "that the conduct of the race meeting shall be in the hands of the stewards."

Although seemingly an innocent statement, this one is really loaded, because

management spends all of the non-racing days of the year putting together the ingredients of the race meeting that's coming up and then after all that effort and careful thought, when the action starts, we turn it over to three men who are going to run it for us. Therefore, it seems to me the very most important ingredient concerning management and the stewards who will run their race meeting involves the confidence factor. If you can't lay back when your race meeting starts or trust these three policemen to take your business, which in most every case of a Thoroughbred race-track is a multimillion dollar proposition — if you can't lay back and trust these men, then you're indeed in bad shape. There's no secret that in the eastern part of the United States, especially where I'm located at Delaware Park, we're involved in a real struggle with our competitive tracks, Maryland, Pennsylvania, New Jersey, and New York to a lesser degree — but we're just too close to one another and we're all competing for the same dollars and the same people. So, I'd like to apply a few specific problems that we're having today in racing that seem to strain the bonds of management and stewards but also emphasize as far as I'm concerned the need for the confidence factor to prevail.

For instance, this summer at Delaware Park we have been racing with very short fields. Horses just have not been as plentiful for us as they have in the past. Well, at the beginning of the year we have our stall meeting and see that the applications are taken and perhaps we accept applications from horse owners that in other years when horses were plentiful we didn't take. Then the stewards arrive on the scene and look over the stall list and throw out any number of people they deem undesirable. Well, they're straining an already tedious situation but it's important for us to say you're right and we'll go along with you.

Another problem with the short horse field occurs by way of an agreement we have with the Horsemen's Association concerning scratches. At Delaware, we will scratch down in straight wagering races to seven horses and we agree to scratch to nine in the exotics, i.e., the daily double and the tri-fectas. Beyond that, a horse that tries to get out becomes what is called a "stuck horse" and he can't get out and believe me I think our stewards could write a book, or any steward could write a book, on the tricks that the horsemen will play to get their horses out of races. But, once again, there are legitimate reasons why sometimes your fields will scratch down to four, possibly even three horses which is, as you know, a disaster for the pari-mutuel handle. This again emphasizes to me the importance of relying on your stewards. If they decide to let a horse out and, they've done it for good reason, there's no need or call for management to interfere in this function; so from that standpoint the hardships created by modern day racing puts a real strain on management but I think management has to hold still for this.

In concluding my remarks, I'd like to touch on one subject that perhaps is as controversial from a management standpoint as any going today in racing and that concerns management of racetracks running their own horses at their own tracks. Now frankly, I've gotten very impatient with those who have grown cynical with the concept of integrity. Many of the racetracks that are well-established in this country were originally founded by men who wanted places to run their own horses. Not only are these men of sporting blood but they're darn good businessmen. They know the business game and they know the horse game and I for one am extremely plus on the side of having management run their own horses at their own tracks. But once again, it emphasizes to me that you've got to believe in your stewards. I would have to maintain that stewards see no difference between management's horses or someone else's from across the way. They give all the same treatment and to recognize this integrity in racing officials is important.

That concludes my remarks. I'll now ask our other speakers to take their turn and as the first member of this group, I'd like to introduce to you Keene Daingerfield.

MR. DAINGERFIELD: Thank you, Mr. Ross, ladies and gentlemen. To comment briefly on one of the things that Don Ross just mentioned, if at the conclusion of any race meeting the horsemen do not feel that the stewards have been too strict in the

scratch policy and that the management doesn't feel that they've been too lenient, then we know that we've done a bad job.

Getting the ball first gives me an opportunity to run and I'm going to try hard not to infringe on my fellow panelists and involve myself in the topics to which they are going to address themselves. First in line, we are asking what should stewards' qualities be and, obviously, the first quality is integrity because without that the other qualities that would make a good steward are not only meaningless but they might even contribute to a very dangerous person. Next to integrity, I would rate, and not necessarily in the same order because they are of almost equal importance; judgement, courage and experience. Judgement because after all the stewards are not advocates, they are trustees. It is our particular duty to try to reconcile the seldom identical but usually similar interests of all the various groups in racing; the management, the commission, horsemen, jockeys, stable help, the whole business; and try to achieve a compromise of these sometimes complicated interests which will be good for racing with a capital "R."

You have to be courageous in order to make important decisions as speedily as possible, to stand by those decisions, and yes, to admit that you are wrong if you have made a mistake. These are inherent qualities.

The fourth quality, experience, is obviously priceless, but it is one that can be obtained only by doing. There are a number of other qualities. I once made a facetious list of about 18 particular skills that a steward ought to have. I'm not going to bore you with all of those, but I think that it is safe to say that the steward must be a bit of a psychologist. He must be tactful. He must be courteous and not only to the big people in racing but to the little ones as well. In this connection, some years ago my friend, Sunshine Calvert, approached me. He said, "I've a compliment for you." I said, "That's wonderful. Who's it from?" He said, "E.E. Major, Jr." I said, "That's impossible, Maj never said anything nice about anyone in his whole life. He wouldn't certify that George Washington was honest." "Well," he says, "Major says if you got to see them stewards go over when Daingerfield's on he's the only SOB that'll even listen to you." So listening is a major portion of our job because if you indulge a man in an opportunity to blow off steam, you might not be able to help him, but at least he'll feel better and he won't go out and give an exaggerated version of his problem to the next 20 people that he sees. You need today some knowledge of law — racing law and business law. It would be nice to be fluent in Spanish. At least I sometimes sneak in a remark in the hearing of our Latin friends and I say in my fractured Spanish that I understand more than they think I do. You need some rudimentary knowledge of veterinary practice and chemistry. Another matter that Don has spoken of is again about the scratches.

My friend and colleague, Aidan Roark was in the process of writing a play entitled, "Scratch time, The Hour of Decision," embodying some of the excuses and reasons and arguments that we hear and I think when it's finished and put to music, it will be very entertaining.

The next question is, what makes a satisfactory steward? I think I've answered that to some extent. What must he do to effectively carry out his job? Today he's got to work at it. The old time conception of the stewards of people who arrived in time for lunch and watched in those days six or seven races and went home is passe. We are smothered in a blizzard of paperwork. Much of this is extremely necessary. Today the stewards must keep records. You can't keep your records in your head. You can't even keep them in a little black book in your inside coat pocket. Record keeping with the amount of personnel and the number of horses and, as other panelists have pointed out, the easy transportation from one area to another makes it necessary for you to keep up your homework. You have to keep up a liaison with the racing commission, with commission staff. You should be on good terms and keep in touch with your opposite numbers at other racetracks. You should maintain cordial but not intimate relationships with other licensees, with horsemen, with management, with jockeys, and, again, with stable help.

The next question is, how do you obtain and keep top flight stewards. There is a demand. The vast proliferation of racing has certainly diluted the quality of officiating just as it has the quality of riding or training or rubbing horses or any of the other skills that are demanded. Today it would be difficult for anyone to advise a young man of the caliber that we should be seeking to go into racing because it's very hard to offer that man the same things that he can get in other lines of endeavor. There's a tendency — and here I wouldn't want to hurt anyone's feelings — racing secretaries are my good friends — there's been a tendency though — the racing secretary is the person who gets the staff together and employs them. and sometimes I believe that the secretary is more interested in someone who can type and writes a neat hand than in someone who knows anything about racehorses. There have been moves made and once or twice seriously by major racetracks, by people that I thought would know better, to do away with some of the so-called minor positions in racing. They say we've got the film patrol or the video tape — what do we need with patrol judges. Well, begging the question that the finest equipment in the world sometimes breaks down, the patrol judge's tower is, in my opinion, the primary schooling grounds for stewards and I think that it would be incredible to deny people who want to learn our duties, the opportunity to do so as placing judges, patrol judges, clerk of scales, which is the most under-rated position on the racetrack and probably the second most important to the steward. The answers are easy. We've been preaching the same thing for many years. If you want good, young men in racing, you have to be prepared to pay salaries commensurate with the type of salary that executives in other big industries can earn. You have got to supply as many racetracks do today, (but not all of them do it) some fringe benefits, some pension, some insurance. There are too many men walking away today after thirty years of honorable service to racetracks whose only good bye is their last pay check. Racetracks can and should take a long serious look at this. They can also be helpful — all of you gentlemen, racetrack management, Jockey Club members, racing commissioners — by backing their stewards when they are right which, I'm going to say is, most of the time. Give the stewards as much job security as possible, back them up when they are right and don't exert pressure on them. One more thing — a hide like a rhinoceros is a good quality for a steward to have; but like everybody else, we would like to be loved. The first thing that you're told when you go into this business is "it's not a popularity contest." We know that, but it makes us feel good when management or the Chairman of the Commission or whoever comes around at the end of the meeting and says thanks men, I think you did a good job.

Thank you very much, gentlemen.

MR. ROSS: Thanks very much, Keene. Our next speaker will be Ned Bonnie.

MR. BONNIE: Thank you, Don, Nick, members of the panel and assembled experts in racing. I've often appeared before many of you in the role of an advocate and as an advocate I'm usually disliked or made a local hero by 50 percent of the people before whom I appear or on whose behalf I have appeared. I've only been able to smile and say I hope it's the right half; that's the advocate's role.

I'm delighted to be able to come here, not in an advocate's role, but with the hope of expressing some personal views from my limited experience in relation to that of the other members of this panel. There are some things — picking up where Keene left off — that I think have become quite apparent. A business executive who runs and owns a twenty million dollar racetrack, horsemen who have between five million dollars and twenty million dollars of horses quartered on the backside of a racetrack; trainers whose reputation and livelihood are at stake and jockeys whose lives and reputations are also at stake, depend upon the qualities that Keene has mentioned. These requisites of a fifty million dollar business which require split minute decisions by three stewards seem to demand considerably more attention than has been directed to them by the racing industry. Take Keene's list of these three omnipotent and knowledgeable people — require them to pack a suit case and live out of their suit cases, often away from their families, employ them for a 60-day period instead of a

five-year renewable contract, impose upon them the most difficult working hours, the most tremendous responsibilities — they have to be racetrack engineers, a father confessor, and do all of those other things which are requisites of major corporate executives, and what are their salary ranges? What do you gentlemen who are in business pay an executive who runs a \$50 million business? Do you pay him \$150 a day, \$200 a day — often he has to make his own digs? No! How do you train your chief corporate executives? How do you bring them up through the corporation hierarchy to give them the experience and training necessary to take over a \$50 million business? Do you pull him out of the woodwork? No, you train him. You have jobs which you give him for the very purpose, sure, of working and doing a job in the industry or management, but by the same token, you're always looking for future executive material five years and ten years down the road. As a horseman's representative, I come before stewards who don't know whether they're going to work the next meeting at that racetrack and when Keene talks about courage, integrity, ability, experience and then you say to the man, "Sure, I want you to work this meeting, but I don't know about the next meeting," you have imposed an impossible job description on a man of the qualities which we all understand. I submit that if these are the qualities — which Keene indicates are the qualities we all need in this business in order to make this business work — then we have got to belly up and pay the piper. I don't think — from state to state and from track to track, with the exception of the occasional job of associate steward — there is a structural method for training stewards, except that of patrol judge or some other lesser job. The people who are in those types of jobs are tremendous candidates for stewards. But, remember those people have no job security — don't have the job security that the stewards do — so they move out taking jobs in other areas of the industry because they do not know whether they are going to be in line for the steward's job. There are several patrol judges, assistant racing secretaries. So, I submit that when we talk about the extent of the powers of the stewards, I say that the extent of the power of the stewards should be directly relative to his ability and also to his security, and if he's an insecure person, regardless of the other qualities which Keene has mentioned, you, in effect, have a monkey with a musket and I don't think that's appropriate for the business we're in. He has too much power if he doesn't have all those qualities and if he can't make a decision without fear of losing his job.

Don Ross mentioned a couple of specific problems. It's a point that I made at the NASRC convention this winter. Don said we allocate stalls then we (track management) ask the stewards to come in and go over our lists and throw out the ones they don't like. That, gentlemen, creates some very substantial problems. This is an extension of the power of the stewards which creates a very fuzzy concept in light of the laws and rules which I believe to be in racing's best interest. If that steward or those stewards feel that a man is not capable of obtaining a license, then they should give him a hearing on that subject. But, for stewards to come in, look over the stall applications and say, "We gave him a license. He's not a very honest guy but we're afraid we might be in trouble if we denied his license. How about denying him stalls"? Gentlemen, regardless of the capabilities, sincerity, courage of stewards, the man who is not given the right to practice his business at a racetrack is entitled to a hearing. He's entitled to know the charges and entitled to all the protections that administrative due process rights give him. I don't believe we should limit the powers of the stewards. I don't think we have to, but if we're not going to limit their power I think we have to have top men in the steward's stand. You will not have challenges to the power of a steward unless people are dissatisfied with the stewards' use of that power.

I have a couple of modest proposals for this group that I think might add to the ones that Keene has mentioned. Keene has mentioned better salaries. I think they ought to be hired for three-year minimum periods so a steward could move his family into a particular area. He's got children to educate. After all, you can't require him also to be celibate or a bachelor or divorced or something of that sort. You want a

family man, I presume. I would like to think that that is not a short-coming that you'd have to overcome in order to get a job. I think the associate steward's job, or I don't care what you call it, should be seriously considered. Let him know that if he does his job well and he acquires the experience, he's got the steward's job. I have another suggestion which would take some of the heat off of the requests by HBPA's or jockeys or what have you, for their man in the steward stand. Frankly, I am not in favor of that. Where does that hypothesis end? The HBPA has its man in the stand and the jock has his man in the stand. Who else gets his man in the stand? We have a twelve man steward's stand and everyone has to vote his individual loyalties. That's inappropriate to the job. But, I think it would be extremely helpful if those lists submitted to racing commissions for racing officials included stewards and contained the biography of each member of the official racing family. There have been only isolated instances in the United States in the 29 racing states that a commission has not, almost by rote, approved the list of racing officials. I submit that if that list were submitted 45 days in advance of a race meeting and that list were published and distributed to those groups who had expressed an interest in writing prior to the submission of that list, and they were allowed to comment on the qualifications of those persons, you would mollify those groups and get some interesting differences in approach and opinion which would aid commissions and also aid management. Successful racing is a team effort and it would aid the industry to see who is acceptable and would hopefully solve a problem before it occurs. That is what we want. What we've been talking about all morning is unity. We want three stewards who are top men. We believe that if the management techniques of other industries are applied to the steward's job, we will have the quality men that we need and a happy industry. Thank you.

MR. ROSS: Thank you, Ned. The last speaker on our panel is Cal Rainey.

MR. RAINEY: Thank you, Don. I'm very happy to be here this morning and to have an opportunity to say a few words about stewards. Much of what I had planned to say has already been said. However, at the risk of being somewhat repetitious, I will go on and say what I think.

Don Ross mentioned probably one of the most important matters regarding stewards, that of confidence. Not of the individual's confidence in his own ability, but that of the owners, trainers, track management, grooms, and probably most of all the confidence of the public.

I happen to be one who thinks when the public knows that you have top-notch racing officials running your meeting or supervising it, that it makes a great difference and it builds up their interest in racing — your public interest in racing.

One of the topics that Don thought I should mention is how should stewards be appointed.

I believe that racing has sort of gone to sleep. Management, as well as other segments of racing have not really built up what you might call a bench — people who are competent, who can move in and take a position if the steward who's presiding happens to have retired, gets sick or leaves for some other reason. Some tracks in the past have had very competent people at lower levels such as patrol judges, placing judges, clerks of scales, and so forth. But today, who could be moved up? For the past ten years or so, this condition has deteriorated. Part of it is perhaps due to additional racing and new racetracks around the country, but I believe this is something everyone should get together on and if there is anything that needs unified action, it's this. When you send your expensive horses out on to the racetrack to run in a race, but especially in big races and when there is a lot of public money being wagered on that race, you must know that you have the very best type of person in the steward stand to make a decision regarding that race.

Another topic which I have been asked to talk about, and it sort of ties in with the first one, is the impact of political appointees to the stewards stand.

I have worked in steward stands, and I am sure many other stewards have, with state appointed stewards who were totally and understandably incompetent. This

does not happen in all states — some of the states have very fine representatives or as I like to call them appointees, because I don't believe that stewards should represent anyone other than good racing. Anyone who is put in the steward's stand should be able to serve all alone and you should have complete confidence in that individual. When you find that type of a person, then I think you have a competent steward. I worked, as I started to say earlier, in a stand with a man who was put in as a state steward because his wife needed an operation and this was going to mean so many dollars to him and he would consequently be able to pay for the operation. When the man came into the stand he said, "I have never seen a horse race before. I'm going to depend on you gentlemen to guide me." There was a man making a pretty good salary — perhaps not enough, but he's going to depend on the judgement of the other two men. Why do we need the third man in that case? I worked in a stand with another man who was a political appointee. He didn't even own a pair of glasses when he came into the stand and I feel very certain, in fact I know, he was betting on the races. Now, I think that the system in the past of appointing stewards has been generally very good. I think it's a necessity. I think that at the majority of the tracks, as a matter of fact 23 of the 29 states in this country which have Thoroughbred pari-mutuel racing laws have one appointed state steward and two appointed by the racing association. Actually, it doesn't make much difference who appoints the stewards. The most important thing is to appoint the ones who are knowledgeable, who are well experienced, who have integrity and who are fearless. And, as Keene said earlier, you must have one who has developed the hide of an alligator. Thank you very much.

MR. ROSS: Thank you, Cal. Now, if I don't hear from Nick to the contrary, we would like to entertain any questions that you might have. Would you state your name, please.

MR. COMERFORD: Would any of the panel like to comment on this question, whether a steward should have the absolute authority to require a jockey to ride on a track where the jockey feels, you know, he's in serious danger, whether it be grass or dirt?

MR. ROSS: Cal, would either you or Keene care to comment on that?

MR. DANGERFIELD: Yes, I would be perfectly willing to comment on this without getting down to particular cases. Actually, I don't know that this has ever been done. I would never require a rider to ride if he felt that his life was in danger. I might not agree with him, but I don't believe I would require him to ride and I don't know of any case in which this has been done.

MR. ALHADEFF: I have a question that has been raised around the country and wondered if you gentlemen would care to comment on who should pay and who should select the stewards, the state, the racetracks or whatever groups?

MR. ROSS: Well, I can comment briefly on the rules which call for the licensee, being the racetrack, to appoint the stewards subject to the approval of the state racing commission. Secondly, the pay of the stewards is directly from the racetrack. Any of these other gentlemen might care to comment further.

MR. BONNIE: Mr. Alhaduff, I'd like to comment very briefly on that because we raised it at our skull session yesterday afternoon. I raised somewhat the same question in a kind of think-tank atmosphere. The racetracks have historically paid them all. They pay the state's steward's job indirectly, if not directly. They get a bill or at least we do in Kentucky. It's an accepted fact that the racetracks very often pay their own stewards and they may pay the testing costs and the commission vet and the commission steward, too, in many instances. I raised the question yesterday afternoon — since horsemen like to think that the steward has some interest in their business and the jockeys consider that the steward should be qualified and interested in their business, should they participate in certain costs of those persons' salaries. After all, he has a joint responsibility. I'm not at all sure that we haven't reached a new era. I'm not at all sure that this limited partnership between horsemen, the state and racetracks should not manifest itself in something other than the shadow parliament and the boys across the aisle saying do it right. If you don't do it right,

we're going to raise hell about it, but we're not going to put up our money or make any constructive suggestions. You're on your own. I think horsemen have reached the point, owners, trainers and jockeys, where it is their responsibility to come forward with constructive suggestions and, if necessary, put up the money to get what we all want — the confidence of the racing public, as Cal has said.

MR. ROSS: One further comment in that regard, in Delaware we have had no conflict or difficulty with horsemen in having them allow us to pay all our stewards, so I don't really anticipate going home and having to fight with them over this. Question at the end of the room.

DR. O'DEA: It's not a question but it's an observation and it is of concern to me. In recent years at least some jurisdictions have usurped from the stewards certain powers which were normally theirs. I refer mostly to the adjudication of cases at first echelon. All of us who are in racing realize that law and order on the racetrack is represented by the stewards and to maintain that law and order they must have that power of adjudication at first echelon. They must have that power in fact and have the horsemen feel that power. In certain jurisdictions that power has been taken away from them and their cases — normally handled at stewards' level have been adjudicated at higher echelon by the commission. This destroys the opportunity for the horseman to appeal his case within the framework of racing. I think commissions and commissioners should be made aware of this. If they are going to take from the stewards the power they should have and must have and take those powers unto themselves, they are destroying the system of internal appeal in racing. When there is no internal appeal in racing, then the appeal naturally goes into a civil court and we all know that every time an appeal goes into civil court and the court finds in behalf of the appellant the internal regulation of the sport is weakened. When we talk about the independence and performance of the stewards, I think this is a matter which we have to consider.

MR. ROSS: Thank you very much. We're creating a record of this conference and I wonder if you would identify yourself, please. Thank you. If there are no further questions — excuse me. Nick.

MR. JEMAS: Nick Jemas of Jockeys' Guild. I want to ask a question of the entire panel that we all know is with us in racing throughout the whole industry and that is political appointees to the stewards stand. Time and time again we have seen political appointees to the stewards stand. They're inept. They don't know what they're doing. They cause us a lot of difficulties and at times we are soundly criticized for going into the courts because of their bad rulings. Yet, these political appointees are protected by the Racing Commissions. I want to ask the panel because I don't like to stand alone when I challenge a political appointee. I have been criticized by the industry for doing so. I want to ask the panel what is the solution in stopping political appointees and get qualified stewards as this panel said are needed and they set criteria that everybody here agrees to what a steward should be, what his qualities should be. How do we get rid of these political appointees? That is the question I would like to have an answer to.

MR. BONNIE: Nick, I'll take a shot at it. I'm courageous if not intelligent and I have many of the same feelings you do about political appointments. It's our business; it's the public's business and racing commission staff and racing commission stewards are no place for us to tolerate ineptitude, laziness or political hacks and that's the reason for making the modest suggestion which I did. If we have the opportunity, before those people get in, to comment publicly on their qualifications, I think all vested interests in racing can get together with management and prevent poor appointments from being made if the industry is warned before the fact. Once the poor appointee gets in, we've got hell to pay. I agree with you.

MR. ROSS: Cal Rainey, would you like to comment also?

MR. RAINEY: I'd like to say just one thing to Nick. I believe you may already have the answer to your question and I think you worked on this situation a few years ago when in one state the commission appointed all three stewards who happened to be all

political people and didn't know anything about racing. Whatever method you and the horsemen used — to have that law changed, is the answer to your question because that situation only lasted a very short time.

MR. ROSS: In the interest of complying with our time limitations, on behalf of the panel I would like to thank all you ladies and gentlemen for your attention and also for those of you who were thoughtful enough to ask questions. Also on behalf of the panel I'd like to thank Nick Brady for inviting us here to the Round Table Conference and on behalf of myself personally, I would like to thank the other members of the panel who I think put so much interest into the discussion. Thank you very much.

MR. BRADY: Thank you, Don. Thanks to your panelists for the hard work they put in on this subject matter. The final panel is called the "Care of the Injured Thoroughbred." The moderator is Mr. O.M. "Dinny" Phipps who is Vice Chairman of the New York Racing Association, a member of The Jockey Club and an owner and breeder. Dinny.

CARE OF THE INJURED THOROUGHBRED

MR. PHIPPS: Thank you, Mr. Chairman. I feel that most of us have opinions and previous knowledge of the topics discussed today, however, I know that I have little knowledge and I am sure that the majority of those in attendance today have the same lack of expertise in the area of the injured horse. Today I think we're very lucky to have two gentlemen who are outstanding in their areas to be here with us. First off I'd like to say that Dr. Gabel who's Professor of Equine Surgery and Head of that department at Ohio State and Dr. Charles W. Raker, Professor of Surgery and Chief of that section at the University of Pennsylvania, have put in a great deal of time and effort in being here and I certainly appreciate it. Dr. Gabel would you like to start off the discussion?

DR. GABEL: Thank you for the introduction. I've been asked to speak on the part of this topic that involves treatment of the injured horse prior to surgery, and anesthesia of the traumatized patient.

First, we'll talk about first aid. There are essentially three parts of this. First, if the animal is excited, we may need to use a sedative. Of course, we use drugs only when they are needed to control the animal. The second is control of hemorrhage. In most all cases, it is my opinion, this is best done with pressure. In the case of limb injuries, it is usually in the form of pressure bandages which are applied to the limb. In some other cases of puncture wounds, it may amount to manual compression. If hemorrhage isn't being stopped with this approach, and if a veterinary is present the use of hemostats and ligatures, even on the horse which is standing, is the way to get the bleeding under control. One of the important things in applying pressure dressings is to try to use sterile dressings if possible and do not use medication on the wound because if the horse is operated on within the next few hours there will be a better chance of getting first intention healing. That is immediate healing without any separation or drainage. We have a much better chance of that if no medication is applied. If any medication is applied, it surely should be thoughtfully chosen by a veterinarian. Many of the salves, dyes, disinfectants, and other materials which are applied to wounds really make it difficult for us to get first intention healing since they destroy tissue.

Another consideration is temporary immobilization. This is especially important in fractures of long bones, and some other leg injuries. The ideal temporary immobilization is a cast. A cast can be applied with the horse standing provided the horse has the temperament to tolerate this, or we can use sedatives and physical restraint in such a way that we can get him to tolerate it. Not all injuries need that much support. Other kinds of immobilization are bulky amounts of cotton that are applied very tightly with layers of elastic bandage. Substitute for this kind of a dressing is a so-called pillow splint. These are made by wrapping pillows very tightly around the limb and then whatever kind of bandaging material available (elastic or

derby bandages) are applied over them. Sometimes splints — pieces of wood, yardstick and so forth are applied to try to prevent movement of the limb and further injury to the patient which invariably will have to be moved some distance to be treated surgically. If none of these can be applied, a simple pressure bandage of whatever sort available can be used.

Anticipation of transportation is one of the reasons we really want to minimize the sedatives or tranquilizers. The animal ought to at least have supports, like the sides of a trailer or a van, and ought to be accompanied by someone to try to keep it quiet in a system which is both safe to the patient and the attendant. If the animal is not able to support itself on a longer journey, then belly bands or a sling arrangement can be tried cautiously, because some animals won't tolerate these kinds of devices. You have to make judgements along the way in transporting injured horses.

Now, let's talk then about the animal when it arrives at the facility where the surgery is to be done. One veterinarian should be in charge of the case. It is really important that one person be in charge, to make the decisions; to collate all the information, facts and data which are generated in doing laboratory work, etc.; so that he has command of the situation. He ought to be interested in the history: when the injuries occurred, how much blood was lost, of the drugs given, etc. It is important to do a physical exam to determine the general attitude of the animal, the extent of the injuries, the amount of contamination if there is a laceration and a general examination of the animal such as listening to the heart and lungs, checking the mucous membrane for color and refill time, which is an indicator of the degree of shock the patient might have. Then do whatever laboratory tests are appropriate, indicated and available. I think some of the important ones are the packed cell volume (hematocrit) which most of you are familiar with. This is a percentage of red blood cells in a blood sample taken from the horse's jugular vein. This will give us some idea of blood loss if there has been a great deal of blood loss very recently. However, even if there has been blood loss it may be normal because of the contraction of the spleen which is a reservoir of the red blood cells. Another determination which is relatively simple to do and helpful is the total solids or total protein. This tells the amount of large molecules in the blood vascular system, which gives us another indicator of the degree of shock. Other determinations which are helpful are blood gases: carbon dioxide, oxygen, acid base balance, bicarbonates, etc. If these determinations can be done, they are helpful. If they can be done serially so we can determine the effects of our treatment they are more useful.

What is shock? Surgical shock is loss of fluid from the cardiovascular system. The vascular system doesn't have enough fluid in it. In the usual early stages of shock where there has been dehydration from sweating and loss of fluids into the tissues, we usually have the packed cell volume go up because there is a loss of fluid but the number of cells are still there, and the total solids or proteins also go up because they are concentrated since the cardiovascular system is maintaining its integrity. So these are two tests that tell us we have an early case of shock and we need to use fluids. We do these serially to determine how well we are doing in treating with the fluids. If there's loss of blood, there may be an increase in the pack cell volume as I said before. In the case of the hemorrhage, it may be indicated to use blood transfusions. We have some problems in that we don't have ready available, easy typing of horses blood. This is one of the things which would really be useful. The other cases, really severe terminal shock, we sometimes have a condition where the total solids or total proteins goes down because the cardiovascular system is no longer able to hold its protein. In these cases, we need plasma which is not readily available in most instances, but has to be harvested from horses. We don't have a safe plasma substitute available.

At this stage we hope the animal is stabilized, but in some cases it isn't possible to get them stabilized in spite of having given large amounts of fluids. There is a great deal of pressure to do the surgery. It is wise, in some cases, to delay surgery until the animal can be stabilized if the injuries the animal has will permit it. There is a great deal of pressure on us to do the surgery within 6 or 8 hours because after 6 or 8 hours,

if the skin has been broken, the contaminating bacteria will be growing and it will be much more difficult to get first intension healing. If we delay longer, we are almost always going to have infection and purulent exudate from wounds.

As far as the anesthesia is concerned, we don't have ideal drugs but we surely have better drugs than we had 20 years ago. In fact, the development of modern orthopedic surgery has been possible only as a result of development of better drugs. The pre-anesthesia drug should be given to help calm the animal hopefully to get a quiet recovery. Although we don't have an ideal pre-anesthetic drug, my personal choice would be Rompun (xylazine) in most instances unless there were some specific evidence to cause another choice. Induction can be either with drugs like glyceryl guaiacolate (GG) which is a muscle relaxant, or Surital (thiamylal sodium), or a combination of those two drugs. I would prefer to induce anesthesia behind a padded panel in a padded induction and recovery room, and then move the animal to the clean surgery room. As far as maintenance is concerned, my personal feeling is that halothane, (trade name Fluothane) is probably best.

Precaution to take during the surgery to be sure that the animal is well padded to prevent such things as radial paralysis and muscle disfunction. We feel that moving every limb every five minutes through anesthesia is helpful, because there is some recent evidence that many of the muscle problems seen after anesthesia are caused by the occlusion of the vessels supplying blood to the limbs rather than the pressure on muscles or nerves. Ideally, I would like to monitor the packed cell volume, total solids and blood gases every 20 to 30 minutes through the surgical procedure. If possible, I would do several other monitoring procedures: electrocardiograms, central venous pressure, arterial blood pressure, and cardiac outputs. If the animal, according to the monitoring, needs help in breathing, we can assist or control breathing but this requires quite extensive apparatus. Fluid therapy should be continued as it is needed. It is quite important to minimize the length of anesthesia because the complications in recovery are directly proportional to the length of anesthesia.

As far as recovery itself is concerned, I'd like the recovery room to be quiet, have low intensity light, and not have people moving around. I'd prefer personally, at our present state of the art and science, that it be a room about 15 x 15 or perhaps a little smaller. A technique which we have been using for two years which we find very helpful, is to put rings in the walls on opposite sides of the room six feet above the floor, hook the horse's halter to a 30-foot rope and through one ring, and the tail to a 30-foot rope through the other, then run these to the outside of the room, so when the horse tries to rise, we can assist him from outside the room. We leave the door open 13 inches so the horses cannot get out but we can freely go in and out. This way we can give maximum help with minimum of risk to the attendants. We leave the catheter in place all through anesthesia and we like to leave it in place during the recovery so if there is a need to give drugs to calm the animal, we use it. The drug I use here is very small doses of Rompun.

In summary, the problems which need research and the things which would permit us to do an even better job in treatment of injured equine patients are development of less complicated monitoring systems, less complicated effective methods of assisted and controlled respiration, a safe plasma substitute, a method of typing horses' blood. Some work is being done on this currently. Evaluation of new drugs as they come along — our problem here is that the market isn't lucrative enough in horses to motivate the companies which develop the drugs and own the rights to them, to test them on horses. So we have to do this research on a shoestring. Research on positioning and padding and doing studies of blood flow to limbs in various positions really needs to be done.

I might just say one other thing. Although in centers where we have a \$10 million building, all the equipment and a registered nurse to help, it is relatively easy provided we have the motivation and the people on hand to do it. But, in a small hospital it's quite another story. There is difficulty in delivering some of the services I have mentioned. It is impossible to deliver all these services to any one patient. It is

especially difficult where few severely traumatized or ill patients are treated in a hospital. Thank you.

MR. PHIPPS: Thank you, Dr. Gabel. Our next speaker is Dr. Charles Raker of the University of Pennsylvania. Dr. Raker.

DR. RAKER: Thank you, Mr. Phipps. Dr. Gabel has already mentioned quite a few of the things that I have in my notes but I think in view of the time, I will stick to my prepared text because I anticipate and hope that there will be some questions. I have not approached this subject from the standpoint of didactic surgical procedures but rather what are the basic problems that we face as orthopedic surgeons. We've had fractures in horses ever since we've had horses but as a result of the increased value of the horse, the increased stresses that are applied to them on a daily basis, the investment in racing, care and breeding of horses have all made orthopedic surgery a very important discipline.

As a result of an intense interest and effort by a small number of veterinary surgeons, many significant advances in equine orthopedics have emerged in the past 30 years.

The art of successful surgical management of bone and joint disease in the horse has been a part of veterinary medicine from its beginning. Fractures of the bones of the legs and other diseases of bone and joints have continually plagued the horse. With the onset of competitive racing and similar forms of severe stress to which the horse is now subjected, coupled with the investment in racing, breeding and care, orthopedic surgery has become a most important discipline in veterinary medicine.

As a result of an intense interest and effort by a small number of veterinary surgeons, many significant advances in equine orthopedics have emerged within the past 30 years. Successful surgical management of fractures of the splint bones, sesamoid bones and small bones of the knee, hock and other joints became a reality with a reasonably predictable outcome. In contrast, successful surgical repair of fractures of the long bones has lagged behind. The late Jacques Jenny was a pioneer in the field of orthopedics and as a result of his dedication, ingenuity and surgical skill the foundation for our present-day equine orthopedic surgery was established.

Many problems have had to be overcome, and while progress has and is being made, many problems remain to be solved. The application of methods for internal fixation and compression plating of fractured bones has resulted in many more successful repairs than was possible with the use of casts and splints alone. The fiberglass cast has helped to solve but not completely eliminate the problem of fracturing of plaster of paris casts. The tremendous body of knowledge gathered by those individuals working in the field of equine anesthesia has aided significantly in the number of successful surgical repairs. It was not too many years ago when many hours of a surgeon's time and effort were lost due to anesthetic related deaths of the patient. Most extensive orthopedic repairs require a lot of time which increases the risk of anesthetic complications and at the same time infection of the surgical field. Thus, improved methods of pre-anesthetic care and preparation of the patient, combined with our ability to monitor the patient and keep him stable during and upon completion of the surgical procedure have proven to be most helpful. Improved techniques, equipment and surgical experience resulting in reduced surgical time combined with modern surgical theaters have reduced but not eliminated the incidence of postsurgical wound infection.

Among the many problems which remain to be solved, I should like to bring up the matter of transportation of a horse with a severe fracture of a leg to a facility where the surgical repair can be carried out under optimum conditions. Before shipping, attention should be given to immobilization of the injured leg to prevent a closed fracture from becoming an open fracture subject to contamination from the environment or to protect an open fracture from further contamination. Heavily padded Robert Jones splints are extremely useful and easily applied. Other useful but less secure measures include air casts or the well known simple splint using broom handles, sticks or similar braces encased in bandages for support. Lacerations at the

fracture site should be cleaned, medicated and covered. Systemic antibiotic therapy should be initiated. The general status of the horse should be determined. Hemorrhage should be controlled and signs compatible with shock should be appropriately cared for. There is no fracture so severe that these points should be overlooked. The success of any orthopedic corrective procedure depends in part on operating upon a properly prepared patient capable of withstanding the added stress of anesthesia and surgery. When adequately prepared most horses can be vanned with relative safety to a facility equipped to handle the problem. During the trip the horse should be constantly observed by an attendant. If advisable a belly support in the stall should be employed if tolerated by the horse. Sedation before and if necessary during the trip should be considered and employed when indicated.

A few other aspects worth mentioning at this time are: (1) the value of the horse, as extensive orthopedic procedures can be and usually are expensive; (2) the salvage value of the horse if not suitable for work, i.e., a gelding versus a potentially valuable stud; (3) the location and nature of the fracture, as fractures from the knee or hock to the hoof can be managed more successfully than those higher up the leg, although considerable progress is being made in handling fractures of the tibia and radius as well as the shoulder, elbow and hip.

The final major problem I shall discuss is recovery from anesthesia following a successful orthopedic repair. It is sickening to a surgeon to see many hours of hard work come to naught when the repair is quickly undone during attempts to rise upon recovering from anesthesia. This problem continues to plague all equine orthopedic surgeons. It is impossible to successfully employ physical restraint on an adult 1000 pound horse thus other methods must be used. It is for this reason that the late Dr. Jenny conceived the idea of a recovery pool into which the anesthetized horse would be placed in a rubber raft where recovery while floating in water could take place. Such a recovery pool has been installed in the C. Mahlon Kline Orthopedic and Rehabilitation Center. This facility was the dream of Dr. Jenny and his concepts have been incorporated in its construction which has reached the point where it should soon be in full operation. Preliminary trials suggest that recovery in a pool of water may be advantageous, but many trials will be required before the final word is available. Many programs such as medication, recovery on the operating table, slings and other suggestions of many interested persons have been tried without attaining uniform success.

I also reiterate what Dr. Gabel has said about padding in recovery stalls, and on the operating table. There's apparently muscle and/or nerve damage probably due to a lack of adequate circulation. We need to do a lot of work in this area.

In closing, it is apparent to me that tremendous advances in our ability to successfully treat fractures of the legs of horses have been and continue to be made. However, progress often seems slow and we recognize many problems yet to be solved. For instance, the contribution of skeletal maturity, nutrition, track surface, medication, conformation and similar important problems also remain to be thoroughly studied. We must also obtain more information on how to determine the degree of physical fitness for the work to be performed, the stress points on the many bones of the leg and in general how, why and under what conditions these fractures occur. The scope of the field is indeed staggering to the mind. However, with adequate financial support and the available expertise to study these problems in depth satisfactory answers to these many problems can be obtained.

MR. PHIPPS: Thank you, doctor. Can we take questions now from the audience? Mr. Dreyfus.

MR. DREYFUS: I'm Jack Dreyfus. Since the problem of medication has come up, I think it might be useful to note that a well-known drug, Diphenylhydantoin, initially used for epilepsy, has been demonstrated to be effective against a wide range of disorders in animals and in man. Pertinent to these discussions are the facts that it has a calming effect without being a sedative, that it is useful against pain and that it does not depress the respiratory center; in fact, in a variety of conditions, it has been

reported to be helpful against hypoxia. Its wide margin of safety has been established over thirty years of extensive use. If anyone would like to have information on this subject, if they will let me know I will be happy to send them a Bibliography and Review of the subject.

MR. PHIPPS: Thank you, Jack. Dr. Gilman, would you have any questions of the panel or any other veterinarians that are here have any questions today?

DR. GILMAN: I want to thank the panel for such an enlightening discussion on a problem that we had recently. Having a hospital at a university where patients are brought in for surgery — elective surgery — is one thing. The problems we have at a racetrack when a horse breaks its leg is entirely different. Another race must be run in 30 minutes and the harrows and water wagons must prepare the track for the next race. These horses are in an excitable condition: They are breathing very heavily and often are suffering from traumatic shock. There are certain first aid measures that we've developed in New York through the years. A good horse ambulance is very important. You have to have a horse ambulance large enough to enable a horse to get in and get out without causing any further damage. Splinting the leg at the scene of the accident is very important, too. We've never been able to put on any complicated splints at the scene of an accident for the simple reason that we can't spend the time and we haven't got the necessary help. The air cast works very well for us. It stops the hemorrhage, as it is a tourniquet type of cast, and it also holds the bones in place — very often sets the fracture. We can X-ray the leg without removing this cast. It also reduces the pain to a large extent. We use a tank of compressed air rather than blowing the cast up by hand. It can go on any part of the leg, and only takes a few seconds to apply.

I'm in the process of trying to get a better cast made using a heavy-duty zipper. Thank you.

DR. RAKER: I completely agree with the use of the air cast. I think it is effective in immobilizing the bones and in controlling the hemorrhage. I think it really is useful. I think the problem is that in many places it isn't available.

DR. GILMAN: They cost about \$1.00 a piece.

DR. RAKER: I know they aren't very expensive but you'd be surprised how unavailable they are in many places we have horses.

MR. PHIPPS: Yes, sir.

MR. BONNIE: I have one comment I'd like to make in regard to what Dr. Gabel and the other members of the panel have said; I refer to the way to get an injured horse off the racetrack. Too often most of the racing rules require that the racing association provide an emergency vehicle. Too often that vehicle turns out to be a borrowed horse trailer. It might have a six foot ceiling in it and no sling or drag equipment. There are manufactured trailers of good design and ease of operation which can be used for that purpose and for other purposes. It seems to me that many tracks today have a very short-sighted attitude about this problem. They say we only have a 30-day race meet and what do we want to buy that asset for and have it sit for 11 months a year. That trailer can be paid for with one accident and it's 1/10th of the value of the horse saved. It's a ridiculous economy in my view. All racing associations and racing commissions should take a look at the equipment. It's embarrassing in the extreme to see the type of equipment that rolls out on a racetrack to pick up an injured horse. I submit that we ought to take these statements and recommendations of these gentlemen who have taken the time to give us their suggestions a whole lot more seriously than we have in the past.

MR. PHIPPS: Thank you, sir. Are there any other questions? Yes, sir, Dr. Asbury. Could you wait just one second sir. We'll get a microphone for you.

DR. ASBURY: I wish to reinforce Dr. Raker's warning against putting anti-septics into fresh wounds. Surgically trained doctors and veterinarians are not guilty but I am afraid this damaging practice is still routine first aid around many farms and stables. The best way to prevent infection and obtain primary healing is to instruct all responsible attendants to wash out a wound with lots of water to make it easier for the

veterinary surgeon to further irrigate, cleanse, debride irreparably damaged tissue, and make a safe closure of the wound. Neglected wounds should not be sutured until danger of infection has passed.

DR. RAKER: Thank you. I didn't really make that comment. I totally agree with it, however. Dr. Gabel made that. I just want to make sure he gets credit for it.

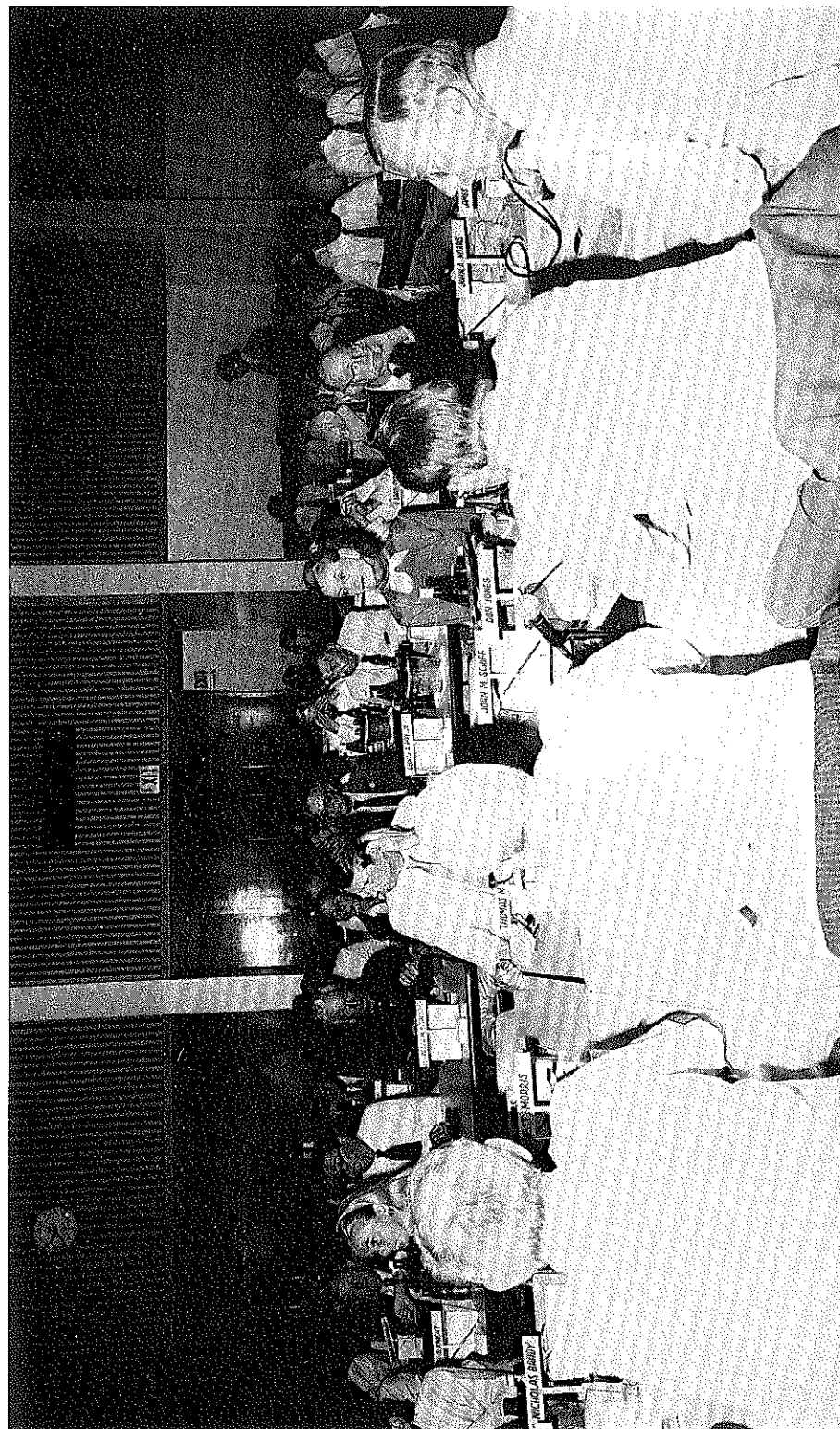
MR. PHIPPS: Any other questions? I want to thank the members of the panel. They have done exactly what Mr. Brady has asked. They have provoked thought here and I hope this group will continue in its efforts to improve the care of the injured horse. I'd also like to thank the officers and the stewards of The Jockey Club for inviting us all here today.

MR. BRADY: Leo Shirley, you had a question you wanted to ask?

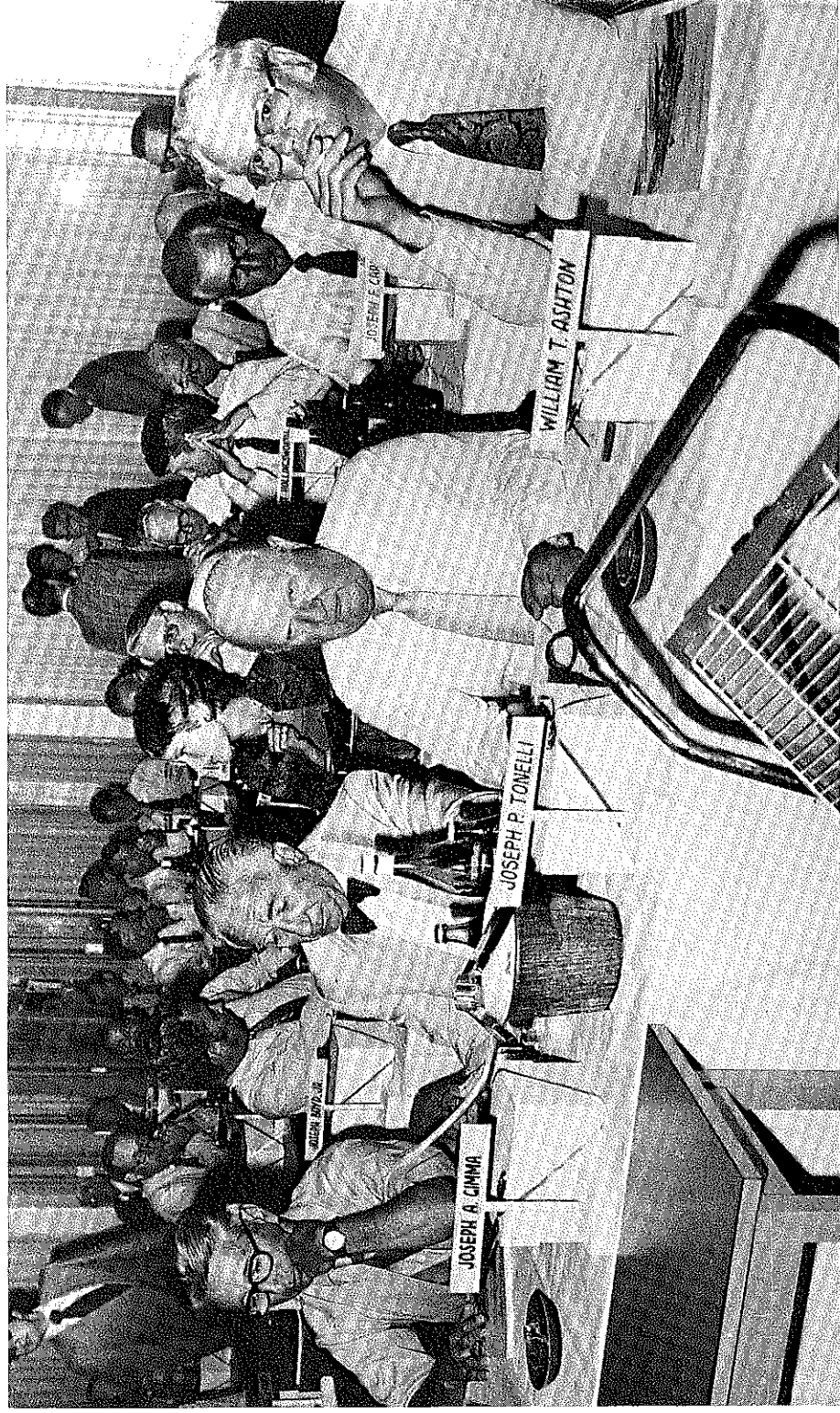
MR. SHIRLEY: Yes, Nick. I would like to add to the answering of the question of Nick Jemas. This is a very serious concern of all racing commissioners throughout the country and that is having unqualified stewards in the stands. Quite often racing commissioners do not have the control desired. The National Association of State Racing Commissioners a few years ago saw fit to do something about this. There is a definite trend throughout the country today to have more states hire, and appoint officials at the tracks. A few years ago we adopted a uniform rule and it was a rule that was recommended to us by Keene Daingerfield and it dealt with the qualification of the stewards at the tracks and that was supposed to be one of the protections that the people in the racing industry would have. Now, how many of the states have adopted this rule I don't know. In Michigan we did put this rule into our own rules and regulations and I would recommend that all of you people here, and you're in a position to do it, go back to your racing commissions and tell them to get into their rule books this uniform rule which we have on qualification of stewards and I'm sure that will go a long way in keeping unqualified people out of the steward's stand. Thank you.

MR. BRADY: Thank you, Leo. Dinny, I want to thank you for putting the panel together and particularly thank Dr. Raker and Dr. Gabel for coming so far and giving us such a lucid talk. I think we've had good panels this morning, diversity of view and also of geography. I can see people at the panel table here from California, Massachusetts, Ohio, Kentucky, Connecticut, Delaware, all over and I think it's important to note that we have spokesmen here from all portions of the country. The conference is hereby ended.

One final word. These conferences just don't happen. They take a lot of work and I'd like to express my particular thanks to Cal Rainey and his staff for the wonderful job that they did. Thank you very much.



A view of the Conference in session



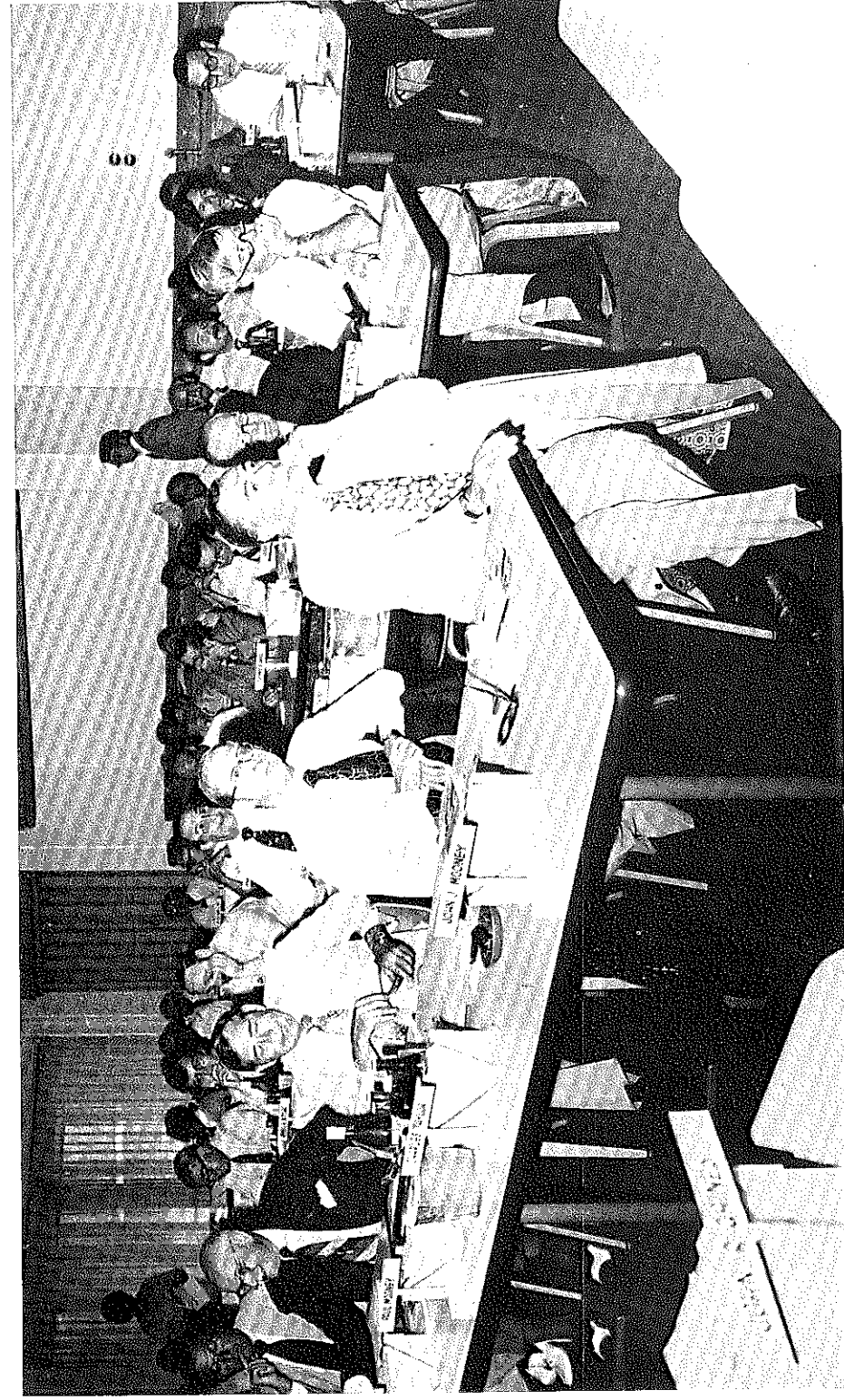
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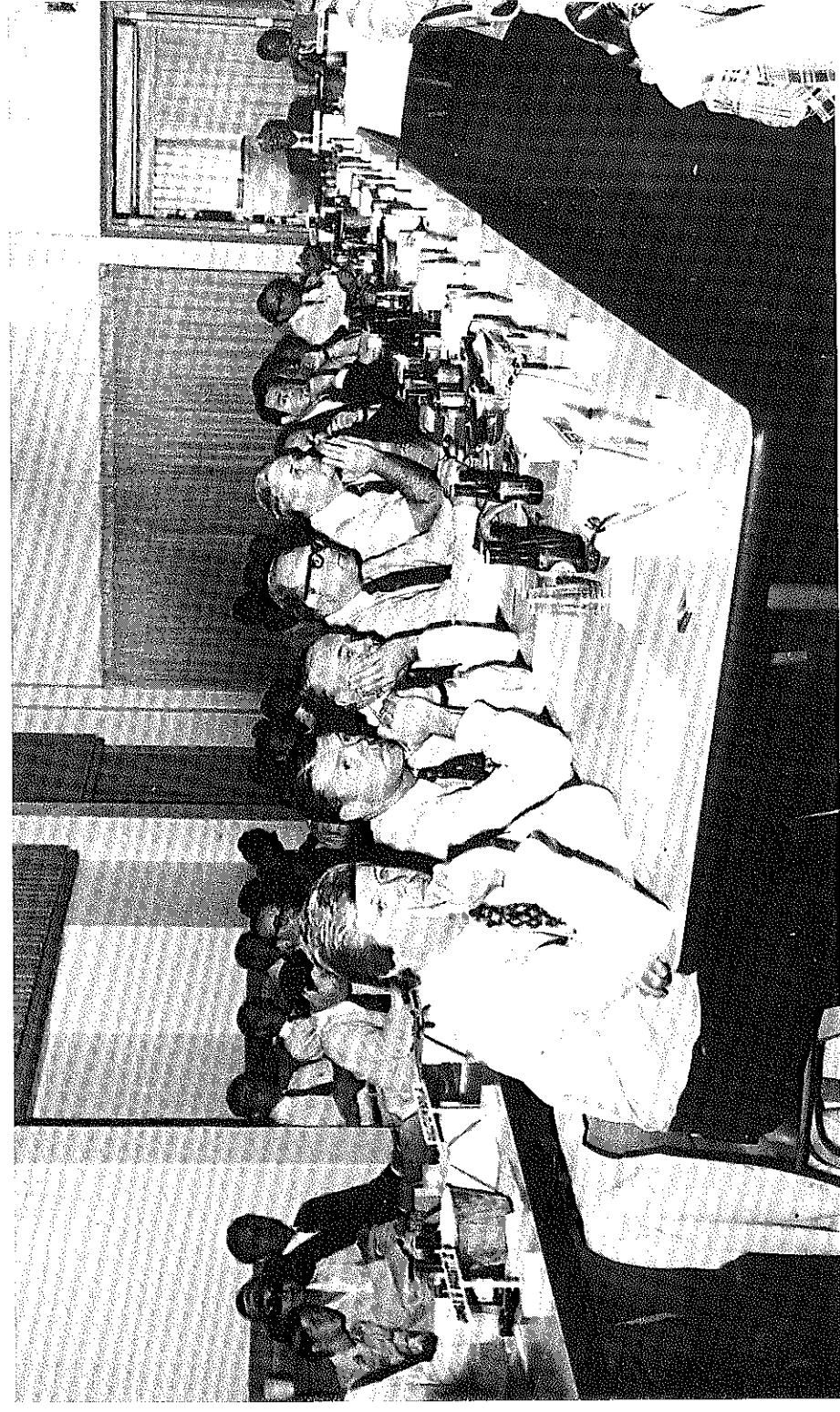
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