

ANNUAL REPORT

New York State Racing and Wagering Board
1974



THE BOARD:
BERTRAM D. SARAFAN — Chairman
JOSEPH H. BOYD, JR. — Member
EUGENE J. KEOGH — Member

1974 REPORT

OF

NEW YORK STATE RACING AND WAGERING BOARD

To The Honorable Hugh L. Carey, Governor

NEW YORK STATE RACING AND WAGERING BOARD
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May, 1975

To the Honorable Hugh L. Carey, Governor:

This second annual report of the New York State Racing and Wagering Board is submitted to you in accordance with Chapter 346 of the Laws of 1973. The statistics cover the calendar year 1974, but for reasons of clarity the text in some instances overlaps into 1975.

The Board was created in July of 1973 within the executive department with "general jurisdiction over all horse racing activities and all pari-mutuel betting activities, both on-track and off-track, in the state, and over the corporations, associations and persons engaged therein and over the state lottery." The powers, duties and functions of the various commissions were transferred to the Board, and the commissions became advisory bodies. As of this writing, a Budget Bill to abolish the commissions is in the Legislature. Bingo may become a Board operation in 1975, pursuant to pending legislation.

Even though the runners, pacers and trotters had 41 fewer programs in 1974 than in 1973 (1,602 as compared with 1,643), a record race-wagering revenue of \$181,241,339 was provided to the State. That total included the State's share of \$18,853,328 from off-track betting in the City of New York, in Schenectady and in the counties in the OTB Western Region. New York continues, in both harness and thoroughbred racing, to be the nation's No. 1 state in production of revenue for government.

The activities under the Board's jurisdiction finished 1974 not far from the \$2.6-billion mark in turnover in tickets. These tables sum up the story:

<u>Total Sales of Tickets</u>	<u>Revenue to the State</u>
Harness Racing.....\$ 871,553,988	\$ 35,850,105
Thoroughbred Racing.. 806,911,586	76,537,456
Off-Track Betting.... 815,727,370	18,853,828
Lottery..... 97,982,731	*52,292,229
<u>\$2,592,175,675</u>	<u>\$233,533,618</u>

*Includes 3.2-million transferred to education fund as result of audit recommendations.

It was a busy year. The Board and its key workers engaged in a wide assortment of undertakings, all aimed at improving the operations of the various divisions. These activities are described in the summations that follow in this report, with the longest of the summations telling of the results of three major studies:

(1) A major study was completed to conform with the orders contained in the act establishing the Board: "The second annual report of the board shall include the results of a study of the operation and organization of non-profit thoroughbred racing associations incorporated on the effective date of this act and contain the board's recommendations for improving such operation and organization and whether such associations should be reorganized as public benefit corporations."

The New York Racing Association, which operates at Aqueduct, Belmont Park and Saratoga thoroughbred tracks, is the only non-profit racing association in the State. Thoroughbred racing in New York was in a state of disarray in the early 1950s; men of much intelligence and high regard for racing drew plans for what became the N.Y.R.A. An act of the legislature, stemming from those plans, created the Greater New York Racing Association in 1955; this later became the New York Racing Association.

Its accomplishments have been remarkable; New York has kept in the No. 1 position among the racing states and N.Y.R.A. revenue to the State has been of a magnitude which would have been dismissed as a wild dream when pari-mutuel betting was introduced in 1940. From 1956 through 1974, the N.Y.R.A.'s revenue to the State was in excess of \$1.25-billion. In that period the N.Y.R.A. had a net income for itself of only about \$7-million. The N.Y.R.A. has a debt of \$22-million, due in 1978, and help is needed.

This Board is of the opinion that help should be given on the basis of long-term benefits to the State, and the Board is of the strong opinion that the operating results obtained by the N.Y.R.A. are such as to suggest not a change, but a continuation, of the ownership and operation of New York thoroughbred racing facilities by N.Y.R.A.

Its board of trustees, originally composed entirely of experienced horsemen and leaders in thoroughbred racing, has been expanded to include not only horsemen but also some of the most prominent businessmen in the State.

Beyond the substantial revenue produced, there are distinct advantages to the people of New York in having New York known as the State in which is found, year after year, the best in running-horse racing. The Board believes that this reputation is most likely to be maintained, at a time when competition from New Jersey is increasing, by means of the present N.Y.R.A. management--if it increases the vigor of its efforts and if it gets some State help.

There is no reason to suppose, in the Board's opinion, that the State could operate the tracks more efficiently and at lower cost than N.Y.R.A. does. It seems that taking over the tracks would not produce any additional revenue but would simply transfer to the State all the problems associated with the day-to-day operations of the track.

With New Jersey preparing to open thoroughbred and standardbred tracks only minutes to the west of Times Square, it would seem to be in order to encourage N.Y.R.A.'s unpaid, dedicated, knowledgeable trustees and its talented professional staff to employ all their ingenuity in repulsing the challenge from across the river.

The Board's more complete analysis of this situation and its specific recommendations will be found on the pages immediately following the table of contents.

(2) Another study was made as the result of the 1973 report of the Governor's Commission on the Future of Horse Racing in New York State (known as the Delafield Commission because its chairman was Charles B. Delafield). The commission recommended that legislation be enacted to permit an experimental reduction from 17 to 14 per cent in the take-out from each dollar bet at the Fall Aqueduct meet. The 1973 results were inconclusive, and the experiment was repeated, under different conditions, in 1974. The aim, of course, was to see if the larger returns to horseplayers would increase attendance and handle.

There were increases, but they were deemed insufficient. Even though the N.Y.R.A. had a gain of 10.5 per cent in handle and a comparable gain in admissions, the N.Y.R.A. at 14 per cent (4 going to the association) lost about \$1-million. The State, with its share reduced to 7 per cent, lost double that amount. New York City OTB estimated it lost \$1.5-million. The horsemen, whose allocation of 3 per cent had been unchanged, gained on on-track handle, lost on NYCOTB revenue and had a net gain of only a little over \$100,000.

The Board's study indicated that an increased handle of at least 20 per cent would be needed if the N.Y.R.A. and the State were to reach the same revenue levels reached with a 17 per cent take-out.

A more detailed analysis of the experiment appears later in this report.

(3) A third study also was tied in with a Delafield Commission suggestion: to put a racing center as close as possible to the main market in Manhattan. In October of 1973, Emil Mosbacher, Jr., then Board chairman, in a letter to Governor Rockefeller, suggested inquiry into the practicality of building a horse racing-football complex on a platform atop the Sunnyside Rail Yards in Long Island City.

At the time of the Mosbacher letter, the estimated cost of a Sunnyside complex was \$275-million. A feasibility study, conducted in a period of escalating costs and an unhappy economy, indicated that the estimate had mounted to a minimum of \$704-million, not counting interest charges or the cost of highway rearrangement. A four-word sum-up of the study: Great idea; economically unfeasible.

The study is dealt with at greater length in a later page of this report.

Respectfully submitted,

BERTRAM D. SARAFAN
Board Chairman

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TABLE OF CONTENTS

<u>SUMMATIONS OF ACTIVITIES IN BOARD DIVISIONS</u>	<u>Pages.</u>
Study of Operations of New York Racing Association	1,2,3
Study of Experimental Reduction in Take-Out from 17 per cent to 14 per cent	4
Study of Sunnyside Rail Yards Sports Complex Proposal..	5
Thoroughbred Racing	6
Harness Racing	7
Quarter Horse Racing	8
Off-Track Betting	9
The Lottery	10
Racing and Wagering Board Commissions--1974	K

STATISTICS

Thoroughbred and Harness Racing Summary of Handle and Attendance	A
Thoroughbred and Harness Racing Summary of Commission and Breakage	B
1974 On-Track Thoroughbred Statistics--First Section ..	C
1974 On-Track Thoroughbred Statistics--Second Section .	D
Thoroughbred Racing Revenue to the State	E
Thoroughbred Racing Pari-Mutuel Statistics--1974-1973 (Aqueduct-Belmont Park-Saratoga)	F
Thoroughbred Racing Pari-Mutuel Statistics--1974-1973 (Finger Lakes)	G
Harness Racing Revenue to the State	H
Off-Track Betting Statistics	I
The Lottery--Jan. 1-Dec. 31, 1974	J

SUMMATIONS OF ACTIVITIES IN BOARD DIVISIONS.STUDY OF OPERATIONS OF THE NEW YORK RACING ASSOCIATION

As will have been noted in a section of the letter to the Governor that introduces this report, one of the Board's major studies in the last year was of the operation of the New York Racing Association. This was in line with Section 8162, Sub-division 11, of McKinney's Unconsolidated Laws, directing the Board in this second annual report to provide the results of a study of the operation and organization of non-profit racing associations (of which N.Y.R.A. is the only one in the State). The Board was directed to give its recommendations for improving the N.Y.R.A. operation and organization, and to give its conclusion as to whether the N.Y.R.A. should be reorganized as a public benefit corporation.

A summation of the Board's conclusion on the last question has been given in the letter to the Governor: The operating results obtained by N.Y.R.A. since 1956 are such as to suggest not a change but a continuation of the ownership and operation of the Aqueduct, Belmont Park and Saratoga thoroughbred facilities by N.Y.R.A.

It has been and it is being competently managed by professional racing people; the State is getting rich returns from that management. Last year the revenue to the State from N.Y.R.A. operations was in excess of \$72.5-million. Since the start of N.Y.R.A. operations in 1956, N.Y.R.A.'s revenue to the state has been in excess of \$1.25-billion.

The question of whether track operation should be under private or public ownership is not a new one in New York. The question was considered by a Joint Legislative Committee over a period of several years shortly before the organization of what became N.Y.R.A. In its interim report in 1952 the Joint Committee stated:

"The State is able to keep itself informed on every phase of thoroughbred racing, observing every phase thereof, and permitting those who have the greatest stake and personal interest in the business to carry on their activities with the least interference from government. Thoroughbred racing is a private industry subject to state supervision. The Committee has found no reason for the State to intrude beyond the already designated orbit into the conduct of or operational fields of thoroughbred racing."

In its formal findings, the Joint Committee stated "New York State has attained the highest standards of racing in the United States and there is, therefore, no good reason for changing the present system of supervising the industry."

The Board is of the opinion, after diligent probing into N.Y.R.A.'s operations, that the experience of the last 20 years serves to confirm the wisdom of the Joint Committee's conclusion.

It is assumed that there is no feeling that there should be a change simply for the sake of change. The only reason to consider a change would be to improve racing from the standpoint of the public as well as the standpoint of State revenue. The Board's study shows that there is no reason to suppose that the State could operate the tracks more efficiently than N.Y.R.A.

It should be mentioned that what the statute mentioned above envisions is the possibility of organizing a public benefit corporation for the purpose of acquiring the N.Y.R.A. properties and operating them as race tracks. It would appear

that this could be accomplished only through condemnation. The N.Y.R.A. properties, simply as real estate, are conservatively valued at \$100-million--which would involve a substantial outlay by the State. The experience of the New Jersey Sports and Exposition Authority in trying to sell its debt obligations suggests that it would not be a simple matter to market the debt obligations and it would not be easy to obtain a favorable rate.

The assumption is that if N.Y.R.A. properties were acquired and operated by a public benefit corporation, the properties would be exempt from local real estate taxes. The City of New York and Nassau and Saratoga Counties would be deprived of revenue which in 1974 topped \$6,700,000. These local governments would want to be compensated for a revenue loss of this size.

Board recommendations for N.Y.R.A. include the following:

Three-year Aid to Clear N.Y.R.A.'s Debt:

To increase the association's chances for stability and profitability (which in turn would tend to assure long-term solid returns in revenue to the State), the Board proposes legislation that would give relief to N.Y.R.A. in order to pay off the \$22-million debt due April 30, 1978.

The suggested legislation calls for an additional 1 per cent of the State share of the pari-mutuel tax on on-track wagering to be held aside by the State. Based on a projected handle of more than \$700-million annually, the 1 per cent would amount to \$7-million a year. With interest, the \$22-million would be piled up in three years, and at the end of the three-year period, with the amount accrued having been used to eliminate the N.Y.R.A. debt, the 1 per cent would revert to the State.

At the present time, N.Y.R.A. must make annual outlays of \$3-million for repayment of loan principal and another \$3-million for loan interest. The enactment of this legislation, retroactive to the start of the 1975 season, would release N.Y.R.A., effective April 30, 1978, from the \$6-million annual commitment, and make the money available for improvements and other measures to fight off increasing competition. Presumably, the freeing of these funds would eliminate the necessity for the annual N.Y.R.A. plea to Albany for financial relief.

An Aqueduct Closed-Circuit TV Experiment When the Saratoga Meet is on:

The Board strongly urges the N.Y.R.A. trustees, during this year's four-week meeting at Saratoga, to undertake the experiment of piping in the race pictures to a portion of the Aqueduct track where a large TV screen or a collection of the track's standard TV sets could be located. Nominal admission would be charged, a bank of pari-mutuel windows would be open, the bets would go into the pools at Saratoga, and parking, food and refreshments would be available.

A Connecticut-New York TV hook-up of this type is now being arranged; that is an indication that technical details have been solved, or are being solved. It is believed that this technical problem had been the most serious drawback to the plan in past years.

Last year's NYCOTB handle on Saratoga indicated the great interest in the races there; perhaps the proposed experiment would show that it would have negligible negative effect on OTB activities throughout the city.

Such a downstate presentation of the internationally famous upstate races might be one of the methods of meeting the New Jersey competition that is due next year from a point a few miles west of Times Square.

Backstretch Activities:

One of the most important areas in the improvement of N.Y.R.A. racing is the expansion of the backstretch barn area and the development of additional training facilities. In 1974, approximately 2,000 horses were trained at N.Y.R.A. tracks, with another 400 being kept at farms or training centers in proximity to the downstate courses. With the possibility of year-round racing in 1976, demand and need for additional barn space should increase significantly.

N.Y.R.A. is well aware of this problem, but needs the State's assistance in finding an economical solution as well as financing of the project, whether it be modular portable barns on the unused parking lots at Aqueduct or Belmont Park when the horses are running at the other track, or new double-decker barns using the latest in building technology.

Serious thought also should be given to the purchasing or leasing of a training center with barn space within a 25-mile radius of Belmont. This could serve as a training facility for 2-year-olds and as a recovery area for injured horses, thus freeing stall space at the tracks for horses that are actually racing.

Additionally, N.Y.R.A. must continue to recognize its social responsibility to the people working on the backstretch. At Aqueduct, at Belmont Park and at Saratoga adequate housing, especially for women, and good-quality, minimum-cost food in the kitchen, are basic necessities if the N.Y.R.A. is to fulfill this obligation.

Further consideration should be given to working with the State in providing educational opportunities such as a BOCES (Board of Cooperative Educational Services) program and possible higher education certificates for on-the-job training and education programs.

Establishment of a Maximum Franchise Tax:

N.Y.R.A. was established subject to a State franchise tax which called for a minimum tax (currently \$1,000 a racing day). Any annual profits after federal income taxes and reserve for debt repayment are to be turned over to the State. It is the Board's opinion that this provision may be an incentive-dampener with regard to aggressive profit-seeking. Consideration should be given to the establishment of a maximum franchise tax above which any profit would be retained solely for the purpose of making capital improvements--only with the prior approval of the Racing and Wagering Board.

Greater Non-Racing Use of the Tracks:

In 1974 the special non-racing events held at the N.Y.R.A. tracks included Antique Fairs at Aqueduct April 21, May 19 and June 16, an Antique Fair at Belmont May 25, the multi-entertainment Fair at Saratoga June 28-July 7, a dog show at Belmont June 30, Jehovah's Witnesses gatherings at Aqueduct Aug. 1-4 and Aug. 8-11, a Yago Sangria Wine Festival at Belmont Aug. 24, South Queens Boys Club Circus at Aqueduct Aug. 24 and Sept. 2, Our Lady of Perpetual Help Picnic at Aqueduct Sept. 7, a dog show at Belmont Oct. 27 and a Nassau Republican Rally at Belmont Oct. 30. Some of these events were scheduled because of public or community relations value. The total revenue for 1974 to N.Y.R.A. from these events was less than \$100,000.

It is strongly suggested by the Board that N.Y.R.A. make a vigorous effort to add to its list of non-racing money-making events.

Winterization of Aqueduct:

The Board again recommends emphasis by the N.Y.R.A. on this improvement.

EXPERIMENTAL REDUCTION IN TAKE-OUT FROM 17% TO 14%

In the March, 1973, report of the Governor's Commission on the Future of Horse Racing in New York State, it was recommended that legislation be enacted to permit an experimental reduction in the take-out at the Fall Aqueduct meet from 17 to 14 per cent. The Legislature, in response to the recommendation, authorized a reduction in the retention from the regular 17 per cent to 14 per cent for a 65-day period in regular (non-exotic) betting on the thoroughbreds at Aqueduct, under which the State would forego 2 points (from 9 per cent down to 7), the racing association would forego 1 point (from 5 per cent down to 4) and the purse allocation would remain the same (3 per cent). The purpose, of course, was to ascertain if an increased return of 3 per cent to the bettors would increase attendance and net revenues for the association and the State.

In 1973, business increased substantially, but the results were considered inconclusive because a triple (an exotic bet requiring the selection of the one, two, three finishers in one race) was introduced at the same time. It was difficult to determine how much increase in business was attributable to the cut in take-out and how much to the lure of the triple.

In 1974, the Legislature authorized a repetition of the experiment. It was conducted for the 65 racing days starting August 26 and ending November 3, which encompassed the entire 42-day Belmont Fall meeting and, without interruption, the first 23 days of Aqueduct's final meeting. (The Aqueduct meet ran the balance of the year and into the first week of 1975).

New York City OTB likewise reduced its retention to 14 per cent during the experimental period.

The results were definite but disappointing. The New York Racing Association experienced a 10.5 per cent increase in regular wagering (an increase of \$17,399,000 for the period, as compared with the projected handle at a 17 per cent take-out), and there was a similar increase in attendance. New York City OTB experienced the same kind of increase in handle (\$3,395,000) compared with what would have been lower levels with a 17 per cent take-out. The 17 per cent levels which preceded and followed the experimental period provided the basis for comparison.

At 14 per cent (4 to the association), despite the increase in handle the N.Y.R.A. lost about \$1-million--\$600,000-plus on-track and \$400,000-plus in decreased revenue from New York City OTB. (NYCOTB estimated it lost \$1.5-million under the reduced retention).

The State (at its reduced 7 per cent) lost about \$2-million.

The horsemen, whose statutory purse allocation of 3 per cent had remained intact, gained slightly--\$522,000 from the on-track handle, offset by a decrease of \$420,000 from NYCOTB revenue to N.Y.R.A.--a net gain of only \$102,000.

The experiment indicated that an increased handle of at least 20 per cent would be required for the association and the State to reach the 17 per cent level of revenues at lower handles. The 3 per cent reduction in retention failed to accomplish this end.

REPORT ON SUNNYSIDE RAIL YARDS PROPOSAL

Economically unfeasible--that was the conclusion reached in a study of the suggestions for a horse racing-football sports complex to be built on a platform atop the Sunnyside Rail Yards in Long Island City.

The study was made by Patrick J. Delaney, an investment banker who was appointed November 1, 1973, as a special assistant to the board chairman at that time, Emil Mosbacher Jr.. Mosbacher resigned from the board effective March 31, 1974, and Bertram D. Sarafan succeeded him as chairman.

The estimated cost of a Sunnyside complex was \$275-million when Mosbacher, in an October 5, 1973, letter to Governor Rockefeller, suggested that intense consideration be given to Sunnyside as a close-to-Times Square site for new thoroughbred and harness tracks, an 80,000-seat football stadium, parking for 20,000 automobiles and, possibly, a 1,000-room resort and convention hotel.

The feasibility study indicated that in these days of escalating costs a minimum of \$704-million would be required, without interest charges and without counting in the cost of highway rearrangement. The \$704-million basic cost would be made up of estimated expenditures of \$462-million for the platform, \$50-million for the stadium, \$132-million for the purchase of air rights.

Mosbacher's suggestions were made after study of the March, 1973, report of the Governor's Commission on the Future of Horse Racing in New York State. The commission (generally known as the Delafield Commission because Charles B. Delafield was its chairman) recommended looking into the possibility of locating a track closer to Manhattan than Aqueduct or Belmont Park and placing it in proximity to the main market.

The October 5, 1973, letter made mention that "The site could be acquired from the Penn Central by the MTA (Metropolitan Transportation Authority) and the air rights leased to UDC (Urban Development Corporation). UDC could then build the necessary platform."

Not long after the feasibility study began, Federal legislation (the January, 1974, Regional Rail Reorganization Act) presented serious questions as to the availability of Sunnyside surface and air rights. And in time it became clear that UDC and MTA no longer could be expected to participate. Serious legal questions arose as to who owns--and therefore who may sell or lease--the land at Sunnyside, the use of its facilities and the rights above it. The questions, as of this writing, concern Amtrak, MTA and Penn Central, among others.

In presenting the feasibility study, Delaney said in sum-up, "It was a great idea, and highly desirable to protect the New York racing industry, the finest in the land and the state's No. 1 corporate taxpayer. But it would be just too expensive under conditions as they are at present."

Recommendations in the study included:

**Winterize the Aqueduct track for between \$5-million and \$10-million so as to provide better accommodations and permit the expansion of the season, increasing the yield to the state, the New York Racing Association and the horsemen and horsewomen.

**Encourage further special mass transit packages to facilitate the increased use of mass transportation to all New York State tracks.

THOROUGHBRED RACING IN 1974

New York's thoroughbred season--at the New York Racing Association tracks (Aqueduct, Belmont Park and Saratoga) and the Finger Lakes track at Canandaigua--was the longest in history. It ran for 445 days, not including the four days at Aqueduct in January of 1975 that resulted from a December 30-January 4 extension of the season.

The long campaign produced \$76,357,456 in track revenue to the State, an increase of \$746,958 over 1973, when there were 427 days of racing. The total handle at the four tracks--\$806,911,586--represented an increase of 4.17 per cent over the 1973 figures of \$774,577,663. The attendance in 1974 was 6,133,784, an increase of 17,211 (0.28 per cent) over the previous season.

The purses for the year amounted to \$35,662,561. At the New York Racing Association courses there were \$31,472,500 in purse awards by the association and \$953,200 from horsemen's fees and Breeders' Fund payments; at Finger Lakes there were \$2,906,863 in purse awards by the Finger Lakes Racing Association and \$329,998 from horsemen's fees and Breeders' Fund payments.

As usual, the national champions did their title-collecting on the New York tracks. The champion of champions, the horse of the year, was Forego, owned by Mrs. Martha Gerry's Lazy F Ranch trained by Sherrill W. Ward and ridden by Heliodoro Gustines. The 4-year-old gelding won the Carter, Brooklyn and Vosburgh Handicaps and the Woodward and Jockey Club Gold Cup in New York and earned \$360,091 in the State. He successfully carried weights up to 131 pounds.

The winning of the Belmont stakes (after victory in the Preakness at Pimlico) helped the Darby Dan Farm's Little Current take the honors among the male 3-year-olds. Carl Rosen's Chris Evert swept the Triple Crown for 3-year-old fillies (the Acorn, Mother Goose and Coaching Club American Oaks) in taking the championship in her division.

The top 2-year-olds were extraordinary. Foolish Pleasure, owned by John L. Greer, won all his seven starts; Ruffian, owned by Mr. and Mrs. Stuart Janney, won all her five starts.

At Aqueduct on November 1, post-race blood testing of thoroughbreds began. Post-race urine tests continued; saliva tests were eliminated. Chemists and veterinarians had reported to the board that saliva was an inefficient body fluid in which to find drugs. In recent years, blood has been found to be much superior. So, in order to improve procedures and achieve a broader coverage of drugs, the new program went into effect. New York rules forbid the presence of stimulants and depressants in the central nervous system, the cardiac system or the respiratory system, or local anesthetics, analgesics and tranquilizers, in the blood or urine following a race. Medications which are not prohibited drugs may be administered in therapeutic doses until a horse is entered in a race.

A source of hot controversy was the demand by many trainers (opposed by many other trainers) for "permissive medication"--permission to treat horses with phenylbutazone, an analgesic, and furosemide (Lasix), a diuretic that is given to horses with a bleeding problem.

The board decided on a thorough study of the subject and Chairman Sarafan placed one of the members, Joseph H. Boyd Jr., in charge of an intensive investigation. A key adviser is Dr. George A. Maylin, Director of Equine Research at the New York State Veterinary College at Cornell, which joined the State laboratory in Jamaica, Queens, in testing for drugs in horses' systems. Eight "positives" were reported and acted on at the State's thoroughbred tracks in 1974.

The board authorized the N.Y.R.A. to experiment with 10 Sunday dates in 1975--seven Sundays at Belmont Park in June and July and three Sundays at Saratoga in August. The tracks will close Tuesdays in those weeks. Sunday thoroughbred racing was introduced to New York State at Finger Lakes in the summer of 1973.

HARNESS RACING

Pacing and trotting had happier times in New York in 1974 than in 1973. In '73 there had been indictments and trials of drivers and others on charges of wrongdoing. In '74 every important driver who had been accused was cleared of the charges.

Business in the State was excellent. The number of racing programs, 1,157, was 59 fewer than in 1973, but the total betting handle in the State reached \$871,553,988, which was less than 1 per cent of a drop from the record high of the preceding year. The attendance drop of about 5 per cent was in line with the reduction in racing dates and the inroads where off-track betting was in operation. It was evident, however, that the tracks, particularly in the metropolitan New York area, were successfully using off-track facilities and promotions (particularly TV) as an adjunct rather than as a rival.

It is noteworthy that although the revenue to the State (\$85,850,105) was slightly below the record \$87,471,815 of 1973, purses distributed to horsemen reached an astronomical \$41,600,322.

Delmonica Hanover, voted by the National Harness Writers Association as the horse of the year, won the \$200,000 Roosevelt International (increased \$50,000 in value since the previous year) for the second year in succession.

At Yonkers, Boyden Hanover took the \$121,822 Cane Pace for 3-year-olds, and the \$125,822 Yonkers Trot, another feature for the 3-year-olds, went to Spitfire Hanover. Both of these events were in the two Triple Crown series (pacing and trotting) of harness racing.

The Messenger Stake for 3-year-olds, with a purse of \$151,043, was taken by Armbro Omaha, with the No. 1 money-winner in the history of the sport, Billy Haughton, in the sulky. Roosevelt's Dexter Stake, a trot for 3-year-olds, which had a purse of \$112,380, was won by an outsider in the betting, Surge Hanover. Roosevelt's \$96,562 pace for 4-year-olds, the Realization Stake, was taken by Otaro Hanover.

New York's harness tracks found themselves in a serious struggle for the entertainment dollar, the competition including overlapping sports seasons functioning mostly at night, New York City's standard superb variety of entertainment, prime-time TV, Monday Night Football and the spread of off-track betting facilities, with the telephone making race betting possible in every home. The tracks met the challenge with some excellent, imaginative promotion, such as "party nights" that drew new and young clientele.

The Agricultural and New York State Horse Breeding Development Fund distributed \$3,566,105 in purses and achieved a notable improvement in the quality of New York bred-horses.

The pre-race blood-testing program which has operated so well at Roosevelt, Yonkers, Saratoga and Vernon Downs is expected to be extended to all tracks in the future as equipment becomes available.

SUMMATIONS OF ACTIVITIES IN BOARD DIVISIONS.QUARTER HORSE RACING

For a number of reasons, including the condition of the economy, there were delays in 1974 in the expected introduction of quarter horse racing in New York State. But Dean Alfange, the Board's consultant on quarter horse activities, is authority for the statement that it seems likely that the State's first track may be completed and operational before the end of 1975. That track is Suffolk Meadows, located at Yaphank in Suffolk County. The track has management dissension among its troubles.

Alfange expects that Suffolk Meadows will be one of the finest and largest of the tracks where the super-sprinters run. He expresses the hope that it will attract the best quarter horses in the country, with purses comparable to those offered at Los Alamitos Race Course in California, the nation's premier quarter horse track.

The forecast is that the cost of Suffolk Meadows will be \$20-million. While economic conditions, and other facts, delayed construction in 1974, the track is 70 per cent completed, with the steel frame of the stands erected and 15 barns constructed.

The Lincoln Savings Bank of New York has signed a \$14-million first mortgage commitment and the Chemical Bank of New York has underwritten a construction loan in the same amount. These conditional commitments, it would appear, should assure the completion of construction and the installation of the necessary amenities.

There have been two other obstacles, among them the delay of a year because of two court actions, one brought by two harness racing tracks which sought, unsuccessfully, to challenge the constitutionality of the quarter horse racing law, and the other by Brookhaven Township (Suffolk County) which attempted, unsuccessfully, to assert the right to supervise the construction, as in building projects generally. The State's position, that this power was reserved to the Board, was upheld in the courts.

Alfange asserts that a second quarter horse track, in Tioga County near the City of Binghamton, should be operational by the end of 1976.

A third track is on the drawing boards in Albany County, and this licensee has expended some \$300,000 for site clearance.

The hope is to build a new industry in New York State which will provide substantial State revenues and create several thousand jobs in the private sector.

The new industry is expected to aid the agricultural economy of the State by starting new farms and renovating old ones for the breeding of quarter horses to race at the State tracks. The racing, in turn, creates a demand for more goods and services.

OFF-TRACK BETTING

The Wagering Division of the New York State Racing and Wagering Board had an active year of operations as off-track betting continued to boom--and spread--and the year's handle in it went past the \$800-million mark.

Early in 1974 the division, headed by Commissioner Ronald Maiorana (who resigned April 16, 1975), developed and promulgated rules and regulations for off-track betting. Next, the division developed an interim data processing plan for New York State. The plan untangled a complex lawsuit that threatened the development of off-track betting in the Western Region of the State.

The first part of the plan consisted of designating Schenectady Regional OTB to provide data processing services to Western Regional OTB. The second part consisted of designating New York City to provide data processing services to the Nassau and Suffolk Regional off-track betting operations.

The Wagering Division proceeded to establish off-track betting in the Western Region and in Nassau and Suffolk Counties. In doing so, the division guided the regions in the development of their feasibility studies and plans of operations.

Western Region is a 16-county unit, the counties being Niagara, Erie, Chautauqua, Cattaraugus, Orleans, Genesee, Wyoming, Allegany, Monroe, Livingston, Wayne, Ontario, Yates, Steuben, Seneca, and Schuyler. Schuyler, Yates, Ontario, Allegany and Wyoming are non-participating counties.

In the original arrangement of the regions, Nassau and Suffolk Counties were one unit. They became separate entities during the year. Nassau became operational soon after the start of 1975 and Suffolk has recently gone into business. Moving steadily toward the development of OTB is the Mid-Hudson Region.

The bulk of the State's close to \$816-million in OTB ticket sales was handled by the New York City Off-Track Betting Corporation. The city OTB handle was close to \$787-million. Of that amount \$54-million went to the City of New York, \$29-million to tracks and \$18-million to the State (including the remarkable sum of \$4,389,169 for unclaimed tickets).

Schenectady OTB had a handle of \$15-million and the Western Region had a handle of \$13-million.

In the 1973-74 fiscal year report of the New York City OTB, its chairman and president, Paul R. Screvane, wrote that "there is cause for concern that the betting public's enthusiasm for OTB may be eroded by the imposition of the 5 per cent surcharge on off-track winnings effective July 1, 1974. Estimates of the effect the surcharge will have on the corporation's business range from a 5 to a 35 per cent decline from initial projections." An example of what the surcharge means: A \$10 Aqueduct on-track win pay-off was a \$9.40 pay-off at an OTB window.

An agreement for a major interstate OTB venture was signed October 16, 1974. Connecticut, which has no tracks, is to open offices (and later tele-theaters) at which bets on New York Racing Association, Roosevelt Raceway and Yonkers Raceway races will be taken. Connecticut is to pay the tracks 2 per cent of the daily handle on regular bets, 4 per cent on exotic bets. NYRA will, in turn pay the State 1.1 per cent and 3.1 per cent, respectively, and Roosevelt and Yonkers will pay 1.2 per cent and 3.2 per cent.

THE LOTTERY

The Racing and Wagering Board officially assumed control of the Lottery Division April 1, 1974, and the Commissioner of Wagering Systems, Ronald Maiorana, promptly requested a special audit of all Lottery accounts by Comptroller Arthur Levitt. As a result of the audit, a check for \$11-million was presented to Comptroller Levitt October 2, with \$8.2-million going into the Public education fund and \$2.8-million reimbursing the State for expenditures incurred by the Lottery over a period of years.

The \$8.2-million increased gross Lottery revenues for the year to \$106,182,731 (\$97,982,731 from ticket sales) and increased the year's payments to the education fund to \$52,292,229. As of December 31, the conclusion of its eighth year, the Lottery had produced almost \$300-million for the State's educational system.

The special audit was part of a program designed to reorganize the Lottery, improve accounting procedures, reduce operational costs, introduce new advertising and promotional campaigns--and devise better lotteries.

On July 4, a new ticket in a New Chance lottery was introduced and a limited daily lottery went into operation for a 24-day period every day of the week except Sunday, providing 20 daily prizes of \$500 each. Each ticket provided purchasers with four chances to win one of the \$500 daily prizes--in addition to prizes on the weekly schedule ranging from \$50,000 to \$2.50. There was a 9.5 per cent increase in sales over the previous month.

A \$1-million Summer Special Lottery ran for six weeks beginning August 14, with the \$3 tickets offering chances at a first prize of \$50,000 a year for life, with \$1-million guaranteed, a second prize of \$200 a week for life, with \$208,000 guaranteed, a third prize of \$100 a week, with \$104,000 guaranteed, and minor prizes.

Then the Lottery introduced a new competition, called The Colossus. It was based on a survey of the 9,500 ticket agents and of patrons throughout the state and was a sharp departure from the weekly game that had been in existence since June, 1972. Two sets of numbers on the same 50-cent ticket offered greatly increased prize structures. A seven-digit Ticket Number offered a top weekly prize of \$250,000, four \$25,000 prizes, 1,998 \$100 prizes and 5,994 \$25 prizes. A seven-digit Jackpot Number offered a weekly minimum pool of \$50,000, with the jackpot growing each week when prizes on unsold tickets were added to it. The first Colossus drawing was held December 13 in Grand Central Station; initial sales set a new high for a new ticket in the New York Lottery.

In August of 1974 the Justice Department under Attorney General William Saxbe threatened permanently to enjoin the operations of all state lotteries for allegedly violating federal laws against gambling. Saxbe summoned officials from 13 lottery states to Washington September 6 for a discussion. Shortly thereafter, Commissioner Maiorana attended another Washington meeting at which it was decided that the New York lottery was the only one in complete compliance with all Federal laws.

After other hearings, Congress adopted and the President signed Public Law 93-533, which took effect January 2, 1975 and amended Title 18 of the United States Code to permit interstate transportation of lottery material, intrastate mailing of the lottery material and information, and the broadcasting of lottery advertising and information by state-conducted lotteries.

Gerald Bruno became Director of the Lottery after Maiorana's resignation April 16, 1975.

THOROUGHBRED AND HARNESS RACING

SUMMARY OF HANDLE AND ATTENDANCE

Track	Programs Raced		Handle		Increase (Decrease)	Per Cent	Amount		Per Cent	Attendance		Per Cent
	1974	1973	1974	1973			1974	1973		1974	1973	
Aqueduct Racetrack	163	162	\$ 474,439,290	\$ 482,248,971	\$ (7,809,681)	(1.62)	3,340,323	3,517,957	(177,634)	(5.05)		
Belmont Park	78	72	235,791,180	204,182,526	31,608,654	15.48	1,702,466	1,546,301	156,165	10.10		
Saratoga	24	24	39,597,582	36,675,881	2,921,701	7.97	434,264	418,828	15,436	3.68		
Finger Lakes	<u>180</u>	<u>169</u>	<u>57,083,534</u>	<u>51,470,285</u>	<u>5,613,249</u>	<u>10.91</u>	<u>656,731</u>	<u>633,481</u>	<u>23,250</u>	<u>3.67</u>		
All Thoroughbred Tracks Combined	<u>445</u>	<u>427</u>	<u>\$ 806,911,586</u>	<u>\$ 774,577,663</u>	<u>\$ 32,333,923</u>	<u>4.17</u>	<u>6,133,784</u>	<u>6,116,567</u>	<u>17,217</u>	<u>0.28</u>		
Batavia Downs	149	154	\$ 43,751,495	\$ 49,187,113	\$ (5,435,618)	(11.05)	586,333	680,344	(94,011)	(13.52)		
Buffalo Raceway	153	159	43,334,270	41,731,841	1,602,429	3.84	590,455	602,121	(11,266)	(1.87)		
Goshen Historic Half-Mile Track	6	4	518,787	446,102	72,685	16.29	13,477	9,345	4,132	44.23		
Monticello Raceway	210	238	85,840,933	92,661,937	(6,821,004)	(7.36)	895,044	976,717	(81,673)	(8.36)		
Orange County At Saratoga Raceway	48	60	10,760,456	12,036,849	(1,276,393)	(10.60)	121,591	149,378	(27,787)	(18.60)		
Roosevelt Raceway	159	153	306,732,969	288,406,383	18,326,586	6.35	2,533,296	2,623,603	(90,307)	(3.44)		
Saratoga Raceway	124	129	33,458,877	34,455,042	(996,165)	(2.89)	487,432	509,524	(22,092)	(4.34)		
Vernon Downs	159	159	43,824,589	43,178,932	645,657	1.50	679,270	684,725	(5,455)	(0.80)		
Yonkers Raceway	<u>149</u>	<u>160</u>	<u>303,331,612</u>	<u>317,428,572</u>	<u>(14,096,960)</u>	<u>(4.44)</u>	<u>2,399,182</u>	<u>2,537,717</u>	<u>(138,535)</u>	<u>(5.45)</u>		
All Harness Tracks Combined	<u>1,157</u>	<u>1,216</u>	<u>\$ 871,553,488</u>	<u>\$ 879,532,771</u>	<u>\$ (7,978,783)</u>	<u>(0.91)</u>	<u>8,306,480</u>	<u>8,773,474</u>	<u>(466,994)</u>	<u>(5.32)</u>		
All Tracks Combined	<u>1,602</u>	<u>1,643</u>	<u>\$1,678,465,574</u>	<u>\$1,654,110,434</u>	<u>\$24,355,140</u>	<u>1.47</u>	<u>14,440,264</u>	<u>14,890,041</u>	<u>(449,777)</u>	<u>(3.02)</u>		

THOROUGHBRED AND HARNESS RACING

SUMMARY OF COMMISSION AND BREAKAGE --1974

Track	Commission and Breakage		Net Commission and Breakage			To Horse Breeders Fund	Minus Pools	Uncashed 1973 Tickets Paid to State in 1974
	**Commission	Breakage	Total	To State	*To Association			
Aqueduct Racetrack	\$ 81,164,881.65	\$ 4,276,535.84	\$ 85,441,417.49	\$ 46,244,642.84	\$ 38,758,466.85	\$ 427,652.84	\$ 10,654.96	416,053.50
Belmont Park	37,683,143.30	2,121,307.19	39,804,450.49	21,204,178.77	18,384,604.14	212,130.44	3,537.14	
Saratoga	6,941,705.26	354,720.83	7,296,426.09	3,951,938.16	3,296,778.42	35,471.97	12,237.54	
Finger Lakes	10,162,860.94	475,653.61	10,638,514.55	3,612,518.51	6,978,383.58	47,565.24	47.22	42,722.21
All Thoroughbred Tracks Combined	\$135,952,591.15	\$ 7,228,217.47	\$143,180,808.62	\$ 75,013,278.28	\$ 67,418,232.99	\$ 722,820.49	\$ 26,476.86	\$ 458,775.71
Batavia Downs	\$ 8,034,530.23	\$ 365,268.98	\$ 8,399,799.21	\$ 2,792,550.63	\$ 5,515,992.05	\$ 91,213.30	\$ 43.23	\$ 39,175.99
Buffalo Raceway	7,830,386.62	396,505.40	8,226,892.02	2,678,466.02	5,453,923.34	94,326.86	175.80	34,420.81
Goshen Historic Half-Mile Track	88,193.79	8,789.21	96,983.00	30,333.96	64,391.47	2,197.32	60.25	669.11
Monticello Raceway	15,714,795.17	747,896.51	16,462,691.68	6,319,391.94	9,956,610.05	186,609.40	80.29	78,181.31
Orange County At Saratoga Raceway	1,829,277.52	126,830.99	1,956,108.51	605,057.22	1,319,343.49	31,707.80		6,913.71
Roosevelt Raceway	55,350,185.61	2,306,890.10	57,657,075.71	33,684,091.63	23,431,800.65	540,597.44	585.99	193,491.61
Saratoga Raceway	5,688,009.09	410,437.66	6,098,446.75	1,888,521.91	4,107,033.34	102,609.56	281.94	24,995.41
Vernon Downs	7,986,982.37	363,187.12	8,350,169.49	2,819,184.01	5,438,592.93	90,797.01	1,595.54	46,541.11
Yonkers Raceway	54,776,780.12	2,385,855.68	57,162,635.80	33,594,241.12	22,971,180.80	596,463.96	749.92	181,125.51
All Harness Tracks Combined	\$157,299,140.52	\$ 7,111,661.65	\$164,410,802.17	\$ 84,411,838.44	\$ 78,258,868.12	\$ 1,736,522.65	\$ 3,572.96	\$ 605,515.21
All Tracks Combined	\$293,251,731.67	\$14,339,879.12	\$307,591,610.79	\$159,425,116.72	\$145,677,101.11	\$2,459,343.14	\$30,049.82	\$1,064,291.01

*The Net Commission and Breakage to the Association reflect deductions for Minus Pools totaling \$30,049.82.

**Commission was 17% of handle for all regular pools and 25% for all exotic pools.

1974 ON-TRACK THOROUGH PED STATISTICS - First Section

	Aqueduct 5/5-5/11 66 days	Belmont 5/13-6/6 36 days	Aqueduct 6/24-7/27 30 days	Belmont 8/26-10/12 47 days	Aqueduct 10/14-12/31 **67 days
Attendance, excluding track staff	1,370,919	788,680	686,978	913,786	1,382,426
Mutuel pools	193,277,145.00	108,070,110.00	89,173,110.00	127,721,070.00	192,043,735.00
Purses paid including contributions	6,787,625.00	4,533,725.00	3,909,075.00	5,689,300.00	8,450,250.00
Number of flat races	594	324	266	378	603
Number of steeple chase and hurdle races	-	-	4	-	-
Percentage of "take-out", less minus pool	18.43	18.34	18.42	15.65	17.40
Percentage of mutuel pools payable to public	81.57	81.66	81.58	84.35	82.60
Average daily attendance	20,772	21,908	22,899	21,755	19,141
Average daily mutuel pool	2,978,370.00	3,001,948.00	3,970,770.00	3,040,978.00	2,866,324.00
Average mutuel pool per race	325,374.00	333,550.00	330,086.00	337,886.00	318,480.00
Average bet per person per day	140.98	137.03	129.73	139.77	149.75
Average bet per person per race	15.66	15.23	14.41	15.53	16.64
Amount in 100 wagers	16,537,800.00	7,039,800.00	7,336,800.00	7,941,800.00	17,116,588.00
Amount in 50 wagers	31,626,650.00	18,900,350.00	15,498,350.00	22,750,100.00	34,162,427.00
Amount in 10 wagers	54,309,300.00	31,173,510.00	27,573,880.00	36,981,840.00	52,754,060.00
Amount in 5 wagers	19,921,925.00	10,539,870.00	8,990,200.00	12,513,300.00	19,227,040.00
Amount in 3 wagers	-	-	-	-	-
Amount in 2 wagers	70,976,770.00	40,396,580.00	39,703,880.00	47,534,030.00	68,783,616.00
Revenue to State from On-Track Wagering:					
Pari-mutuel commission	18,151,291.89	10,131,522.92	8,366,305.38	9,587,740.82	16,733,470.37
Breakage	1,221,950.43	633,325.13	564,588.01	851,589.90	1,207,036.76
Admission taxes	83,703.17	43,452.37	40,310.41	49,738.97	71,229.09
Track franchise fees	66,000.00	36,000.00	30,000.00	42,000.00	67,000.00
Track license fees	-	-	-	-	-
Occupational licensing fees	-	-	-	-	-
Uncashed ticket values-actual	-	-	-	-	-
Commission laboratory income-Thoroughbred	33,000.00	18,000.00	15,000.00	21,000.00	33,500.00
Commission laboratory income-Harness & Other	-	-	-	-	-
Fines by Stewards	-	-	-	-	-
Miscellaneous	-	-	-	-	-
Total Revenue to State	19,554,945.79	10,862,300.42	9,016,203.80	10,552,069.69	18,112,236.32

**Excludes 4 days raced in 1975.

1974 ON-TRACK THOROUGHBRED STATISTICS --Second Section

	A. & B. Totals 241 days	Saratoga 7/24-8/24 24 days	MYRA Tracks Total 265 days	Finger Lakes 3/2-12/2 180 days	Season Totals 445 days
Attendance, excluding track staffs	5,042,789	434,264	5,477,053	656,731	6,133,784
Mutuel Pools	\$710,230,470.00	39,597,582.00	749,828,052.00	57,083,534.00	806,911,586.00
Purses paid including contributions	\$29,369,975.00	3,055,725.00	32,425,700.00	3,236,861.00	35,662,561.00
Number of flat races	2,165	199	2,364	1,620	3,984
Number of steeple chase and hurdle races	4	17	21	-	21
Percentage of "take-out", less minus pools	17.63	18.40	17.67	18.64	17.74
Percentage of mutuel pools payable to public	60.03	81.60	82.33	81.36	82.26
Average daily attendance	20,924	18,094	20,668	3,648	-
Average daily mutuel pool	\$2,947,014.00	1,649,899.00	2,829,540.00	317,131.00	-
Average mutuel pool per race	\$327,446.00	183,322.00	314,393.00	35,237.00	-
Average bet per person per day	140.84	91.18	136.90	86.92	-
Average bet per person per race	15.65	10.13	15.21	9.66	-
Amount in \$100 wagers	\$55,972,788.00	1,241,500.00	57,214,288.00	-	-
Amount in \$50 wagers	\$122,957,877.00	5,990,600.00	128,948,477.00	-	-
Amount in \$10 wagers	\$199,692,592.00	10,760,930.00	210,453,522.00	-	-
Amount in \$5 wagers	\$71,192,337.00	3,684,630.00	74,876,967.00	-	-
Amount in \$3 wagers	-	-	-	-	-
Amount in \$2 wagers	\$260,414,876.00	17,919,922.00	278,334,798.00	-	-
Revenue to State from On-Track Wagering:					
Pari-mutuel commission	\$62,970,331.38	3,721,369.62	66,691,701.00	3,303,343.29	69,995,044.29
Breakage	\$4,478,490.23	230,568.54	4,709,058.77	309,175.22	5,018,233.99
Admission taxes	\$287,434.31	36,224.92	323,659.23	25,900.55	349,559.78
Track franchise fees	\$241,000.00	24,000.00	265,000.00	-	265,000.00
Track license fees	-	-	-	*18,225.00	18,225.00
Occupational licensing fees	-	-	40,820.00	14,677.50	55,497.50
Uncashed ticket values-actual	-	-	416,053.50	42,722.20	458,775.70
Commission laboratory income-Thoroughbred	\$120,500.00	12,000.00	132,500.00	57,330.00	189,830.00
Commission laboratory income-Harness & Other	-	-	-	-	173,740.00
Fines by Stewards	-	-	4,270.00	1,075.00	5,345.00
Miscellaneous	-	-	8,204.00	-	8,204.00
Total Revenue to State	\$68,097,755.92	\$4,024,163.08	\$72,591,266.50	\$3,772,448.76	\$76,537,455.26

*Includes \$25.00 for racing at Geneseo.

*REVENUE TO THE STATE

	1974 (445 Days)	1973 (427 Days)	Increase (Decrease)	Per Cent
Pari-Mutuel Commissions	\$69,995,044	\$68,472,894	\$1,522,150	2.22
Pari-Mutuel Breakage	5,018,234	5,287,010	(268,776)	(5.08)
Admission Taxes	349,560	888,308	(538,748)	(60.65)
Franchise Fees (NYRA)	265,000	260,000	5,000	1.92
Track License Fees	18,225	16,925	1,300	7.68
Lab. Fees - Harness & Other	173,740	234,340	(60,600)	(25.85)
Lab. Fees - Thoroughbred	189,830	178,825	11,005	6.15
Occupational Licensing Fees	55,498	56,458	(960)	(1.70)
Uncashed Mutuel Tickets	458,776	389,029	69,747	17.92
Fines & Miscellaneous	13,549	6,709	6,840	101.95
Totals	<u>\$76,537,456</u>	<u>\$75,790,498</u>	<u>\$ 746,958</u>	0.99

TRACK ATTENDANCE
(Track staffs excluded)

Track	1974	1973	Increase (Decrease)	Per Cent
Aqueduct (1)	3,340,323	3,517,957	(177,634)	(5.04)
Belmont	1,702,466	1,546,301	156,165	10.09
Saratoga	434,264	418,828	15,436	3.68
Finger Lakes (2)	656,731	633,481	23,250	3.67
Totals	<u>6,133,784</u>	<u>6,116,567</u>	<u>17,217</u>	0.28

ADMISSION RECEIPTS

Gate Receipts (Exclusive of taxes)	1974	1973	Increase (Decrease)	Per Cent
Aqueduct	\$4,705,617	\$ 5,030,672	\$ (325,055)	(6.46)
Belmont	2,244,960	2,036,070	208,890	10.25
Saratoga	867,317	926,188	(58,871)	(6.35)
Finger Lakes	641,462	552,185	89,277	16.16
Totals	<u>\$8,459,356</u>	<u>\$ 8,545,115</u>	<u>\$ (85,759)</u>	(1.00)
Admission Taxes				
New York State	\$ 349,560	\$ 888,308	\$ (538,748)	(60.64)
New York City	163,156	590,613	(427,457)	(72.37)
Nassau County (3)	52,420	165,598	(113,178)	(68.34)
Saratoga County	135,843	29,167	106,676	365.74
Ontario County	26,368	83,996	(57,628)	(68.60)
Totals	<u>\$ 727,347</u>	<u>\$ 1,757,682</u>	<u>\$ (1,030,335)</u>	(58.61)
Gross Admission Receipts	<u>\$9,186,703</u>	<u>\$10,302,797</u>	<u>\$ (1,116,094)</u>	(10.83)

* Excludes four days added to season at beginning of January, 1975.

(1) 163 days in 1974 - 164 days in 1973

(2) 180 days in 1974 - 169 days in 1973

(3) Belmont is located in New York City and Nassau County. The City gets 25 percent, Nassau 75 percent.

THOROUGHBRED RACINGPARI-MUTUEL STATISTICS - 1974-1973AQUEDUCT - BELMONT - SARATOGA

	<u>1974</u>	<u>1973</u>	<u>Increase (Decrease)</u>	<u>Per Cent</u>
<u>Number of Days Raced</u>	265	258	7	2.71
<u>Attendance</u>	5,477,053	5,483,086	(6,033)	(0.11)
<u>Pool Wagering</u>				
Win	\$361,702,578	\$363,989,854	(2,287,276)	(0.63)
Place	88,653,533	88,975,652	(322,119)	(0.36)
Show	34,288,526	35,117,185	(828,659)	(2.36)
Daily Double	61,421,095	64,047,164	(2,626,069)	(4.10)
Exacta	154,535,631	157,925,343	(3,389,712)	(2.15)
Trifecta	49,226,689	13,052,180	36,174,509	277.15
Totals	<u>\$749,828,052</u>	<u>\$723,107,378</u>	<u>26,720,674</u>	<u>3.70</u>

AVERAGE BET PER PERSON PER DAY BY POOLS

Win	\$ 66.04	\$ 66.38	(0.34)	(0.51)
Place	16.19	16.23	(0.04)	(0.25)
Show	6.26	6.40	(0.14)	(2.19)
Daily Double	11.21	11.68	(0.47)	(4.02)
Exacta	28.22	28.80	(0.58)	(2.01)
Trifecta	8.98	2.39	6.59	275.73
Totals	<u>\$136.90</u>	<u>\$131.88</u>	<u>5.02</u>	<u>3.61</u>

DENOMINATIONAL WAGERING - PERCENTAGES

\$100 Wagers	7.63%	7.82%
50 Wagers	17.20	16.78
10 Wagers	28.08	29.42
5 Wagers	10.00	10.75
2 Wagers	<u>37.11</u>	<u>35.23</u>
	<u>100.00%</u>	<u>100.00%</u>

THOROUGHBRED RACING

PARI-MUTUEL STATISTICS - 1974-1973

FINGER LAKES TRACK

	<u>1974</u>	<u>1973</u>	<u>Increase (Decrease)</u>	<u>Per Cent</u>
Number of Days Raced	180	169	11	6.51
Attendance	656,731	633,481	23,250	3.67
Pool Wagering				
Win	\$19,293,887	\$17,156,129	\$2,137,758	12.46
Place	8,386,184	7,566,531	819,653	10.83
Show	3,592,125	3,300,192	291,933	8.85
Daily Double	6,326,480	6,013,122	313,358	5.21
Exacta	13,751,606	14,596,332	(844,726)	(5.79)
Trifecta	<u>5,733,252</u>	<u>2,837,979</u>	<u>2,895,273</u>	102.02
Totals	<u>\$57,083,534</u>	<u>\$51,470,285</u>	<u>\$5,613,249</u>	<u>10.91</u>

AVERAGE BET PER PERSON PER DAY BY POOLS

Win	\$29.38	\$27.08	\$2.30	8.49
Place	12.77	11.94	.83	6.95
Show	5.47	5.21	.26	4.99
Daily Double	9.63	9.49	.14	1.48
Exacta	20.94	23.04	(2.10)	(9.11)
Trifecta	<u>8.73</u>	<u>4.48</u>	<u>4.25</u>	94.87
Totals	<u>\$86.92</u>	<u>\$81.24</u>	<u>\$5.68</u>	<u>6.99</u>

HARNESS RACINGREVENUE TO THE STATE

	<u>1974</u>	<u>1973</u>	<u>Increase (Decrease)</u>	<u>Per Cent</u>
Number of Days Raced	1,157	1,216	(59)	(4.85)
Commission	\$80,814,611.03	\$81,573,589.67	\$ (758,978.64)	(0.93)
Breakage	3,597,227.41	3,818,648.33	(221,420.92)	(5.79)
Commission and Breakage	\$84,411,838.44	\$85,392,238.00	\$ (980,344.56)	(1.14)
Winning Tickets from Prior Seasons Uncashed as of April 1	605,515.35	544,505.20	61,010.15	11.20
State Admissions Tax	459,739.97	1,078,175.58	(618,435.61)	(57.35)
Track License Fees	115,200.00	121,700.00	(6,500.00)	(5.34)
Saliva Fees	174,080.00	232,685.00	(58,605.00)	(25.48)
Occupational License Fees	63,231.00	61,882.00	1,349.00	2.17
Fines Assessed	18,650.00	40,150.00	(21,500.00)	(53.54)
Miscellaneous Income	<u>1,850.96</u>	<u>480.03</u>	<u>1,370.93</u>	<u>285.42</u>
Total Revenue To State	<u>\$85,850,105.72</u>	<u>\$87,471,815.81</u>	<u>(\$1,621,710.09)</u>	<u>(1.85)</u>

HIGHLIGHTS, ALL HARNESS TRACKS COMBINED

	<u>1974</u>	<u>1973</u>	<u>Increase (Decrease)</u>	<u>Per Cent</u>
Programs Raced	1,157	1,216	(59)	(4.85)
Attendance	8,306,480	8,773,474	(466,994)	(5.32)
Handle	\$871,553,988.00	\$879,532,771.00	(7,978,783.00)	(0.90)
Revenue to State	85,850,105.72	87,471,815.81	(1,621,710.09)	(1.85)
Horse Breeders Fund	1,736,522.65	1,625,805.18	(110,717.47)	(6.81)
Admission Taxes to Town Cities and Counties	3,041,214.07	3,394,267.11	(353,053.04)	(10.40)
Commission and Breakage to Associations	78,258,863.12	73,547,307.53	4,711,560.59	6.40
Purses Paid to Horsemen	41,545,805.95	36,758,348.32	4,787,457.63	13.02

OFF-TRACK BETTING

I.

1974

1973

NEW YORK CITY OFF-TRACK BETTING CORPORATION

Handle	\$786,898,116	\$691,252,469
Payments to Tracks	<u>29,643,011</u>	
Payments to Horsemen	<u>669,700</u>	
	<u>30,312,711</u>	*16,380,921
New York State Revenue		
Tax	11,482,706	**10,202,010
Breakage	2,292,495	2,290,606
Escheat of Unclaimed Tickets	4,389,169	4,067,862
Total to State	<u>18,164,370</u>	<u>16,560,478</u>
Total to City of New York	<u>54,070,647</u>	<u>34,500,000</u>
To Other Local Governments (surtax)	4,682,066	

SCHENECTADY OFF-TRACK BETTING CORPORATION

Handle	\$ 15,071,419	\$ 11,414,046
Payments to Tracks	<u>562,521</u>	
Payments to Horsemen	<u>17,713</u>	
	<u>580,234</u>	*425,962
New York State Revenue		
Tax	193,275	**130,021
Breakage	48,258	41,750
Escheat of Unclaimed Tickets	76,336	25,403
Total to State	<u>317,869</u>	<u>197,174</u>
Total to City of Schenectady (Estimated)	<u>744,400</u>	<u>443,857</u>
To Other Local Governments (surtax)	113,816	

WESTERN REGION OFF-TRACK BETTING CORPORATION

Handle	\$ 13,757,835	
Payments to Tracks	<u>455,008</u>	
Payments to Horsemen	<u>13,858</u>	
	<u>468,866</u>	
New York State Revenue		
Tax	188,440	
Breakage	40,285	
Escheat of Unclaimed Tickets	142,864	
Total to State	<u>371,589</u>	
Total to Participating Counties	<u>192,798</u>	
To Other Local Governments (surtax)	191,045	

REVENUE RECAPITULATION FOR ALL CORPORATIONS

Handle	\$815,727,370	\$702,666,515
Payments to Tracks	30,660,540	
Payments to Horsemen	<u>701,271</u>	
	<u>31,361,811</u>	*16,806,883
Total to State	<u>18,853,828</u>	<u>16,757,652</u>
Total to Local Governments (surtax)	<u>4,986,927</u>	
Total to New York City (includes surtax)	<u>54,070,647</u>	<u>34,500,000</u>
Total to Schenectady (Estimated) (includes surtax)	<u>744,400</u>	<u>443,857</u>
Total to Western Region Counties	<u>192,798</u>	

* Represents total payments made to tracks and horsemen as reported in 1973.

** Includes 1972 commission reimbursement and 20% net entitlement 1/1/73 to 6/30/73 as computed before effective date of new statute.

NEW YORK STATE LOTTERY

JANUARY 1 - DECEMBER 31, 1974

<u>Sales Period</u>	<u>Gross Revenues</u>	<u>Education</u>	<u>Prize Obligation</u>	<u>Commissions</u>	<u>Expenses</u>
January	\$ 9,045,347.00	\$ 4,070,406.22	\$ 3,665,688.00	\$ 587,881.26	\$ 539,615.03
February	7,146,603.50	3,215,971.58	2,959,230.00	461,224.81	666,288.83
March	7,160,312.00	3,222,140.40	2,718,227.00	783,202.62	726,534.30
April	7,073,828.00	3,183,222.60	2,761,485.00	454,856.26	562,014.00
May	8,683,930.00	3,907,768.50	3,629,355.00	560,182.74	582,282.00
June	7,131,038.00	3,208,967.10	2,712,130.00	458,724.84	562,560.00
July	8,716,440.50	3,922,398.23	3,558,725.00	561,322.57	416,040.00
August	6,138,901.50	2,762,505.68	2,502,990.00	395,896.19	601,644.00
September	5,645,627.00	2,540,532.15	2,320,727.50	363,815.12	851,676.00
October	6,713,749.00	3,021,187.05	2,867,302.50	457,844.76	739,141.00
November	5,704,832.00	2,567,174.40	2,423,727.50	366,443.74	556,369.00
December	7,674,502.00	3,453,525.90	2,612,375.00	493,814.56	496,166.00
	\$ 86,835,110.50	\$ 39,075,799.81	\$ 34,731,962.50	\$ 5,945,209.47	\$ 7,300,330.21
Spring Special	4,995,344.00	2,247,904.80	2,031,400.00	321,306.83	
Summer Special	6,152,277.00	2,768,524.65	3,063,450.00	394,137.80	
*New Chance Lottery			236,500.00		
**Extraordinary Revenue	8,200,000.00	8,200,000.00			
	<u>\$106,182,731.50</u>	<u>\$52,292,229.26</u>	<u>\$40,063,312.50</u>	<u>\$6,660,654.10</u>	<u>\$7,300,330.21</u>

*Bonus prize money accumulated from prior lotteries.

**Funds amassed during several years of the lottery operation. Sources were administrative savings, interest earned and annuity savings. Total was transferred in 1974 to education fund as result of audit recommendation.

RACING & WAGERING BOARD COMMISSIONS--1974

State Racing Commission

Joseph A. Gimma --Chairman
William T. Ashton--Commissioner
Joseph P. Tonelli--Commissioner

Harness Racing Commission

Henry M. Curran --Chairman
Donald C. Shoemaker--Commissioner
Charles D. Lohrfink--Commissioner

Off-Track Betting Commission

Kennit E. Hill --Chairman
Morrison Parker--Commissioner
Vacant --Commissioner

Lottery Commission

Vincent R. Balletta Jr.--Chairman
Robert B. Chaufy --Commissioner
Vacant --Commissioner

RACING AND WAGERING BOARD STAFF

As of December 31, 1974

John Dalley	--Counsel
*Ronald Majorana	--Commissioner of Wagering Systems
Polly Weber	--Secretary to the Board
John S. Clark	--Special Counsel
Cyril Rooks Jr.	--Assistant Counsel
*Frederic Mance	--First Deputy Commissioner-Harness Racing
Dean Alfange	--Quarter Horse Consultant
Dorothy Rakowski	--Quarter Horse Deputy
*John Diesem	--Deputy Commissioner-OTB
Bernard Golar	--Assistant Commissioner-OTB
*Patrick Delaney	--Special Assistant
James Roach	--Director of Public Information
Leonard Levin	--Director of Special Projects
Allen Siegel	--Director of Licensing and Investigations
Daniel J. Goldberg	--Assistant Director of Licensing and Investigations
Michael R. Gardiner	--Director of Administration
Michael Angelon	--Auditor

*Resigned during 1975.