

Greyhound Protection League

KNOW THE FACTS ABOUT GREYHOUND RACING

STATES WHERE LIVE AND/OR SIMULCASTING OF GREYHOUND RACING IS NOW BANNED DUE TO LEGISLATIVE ACTIONS:

- Maine (1993)
- Vermont (1995)*
- Virginia (1995)
- North Carolina (1998)+
- Idaho (1996)*
- Washington (1996)
- Nevada (1997)*
- Pennsylvania (2004)

*once existed in the state; reversed legal status +banned simulcasting in 1998 – live racing outlawed in 1954

38 TRACKS OFFER LIVE RACING IN 13 OF THE 16 STATES WHERE DOG RACING IS LEGAL Active tracks in each state are indicated in parentheses. 10 tracks are seasonal; 28 are year-round. One third of the nation's dog tracks are located in Florida.

Alabama (3)	Connecticut (0)	Massachusetts (2)	South Dakota (0)
Arizona (2)	Florida (15)	New Hampshire (3)	Texas (3)
Arkansas (1)	Iowa (2)	Oregon (0)	West Virginia (2)
Colorado (1)	Kansas (2)	Rhode Island (1)	Wisconsin (1)

MEXICAN TRACKS:

Up to a thousand American bred pups and grade-offs are sent to the Caliente Dog Track in Tijuana, Mexico, yearly. Breeders, dog owners and dog tracks located in the US supply the track with NGA registered greyhounds. The Juarez (reopened 2005 – closed 2006) and Nuevo Laredo Dog Tracks, now closed, were also supplied with American-bred, NGA registered dogs for decades.

DUE TO ECONOMIC DECLINE, TWENTY-FOUR DOG RACING FACILITIES HAVE CLOSED AND/OR ENDED LIVE DOG RACING SINCE 1991 (several tracks such as Lakes Region, Juarez, Camptown, Rocky Mt. and Shoreline have closed, reopened, closed, been sold and reopened, etc.):

Key West GHP – Key West, FL (1991)*	Camptown Greyhound Park – Frontenac, KS (2000)+
Interstate – CO (1991)	St. Johns Greyhound Park – Jacksonville, FL (2000)**
Green Mountain Race Track – Pownal, VT (1992)	Seminole Greyhound Park – FL (2001)*
Black Hills Track – Black Hills, SD (1992)*	St. Croix Meadows – St. Croix, WI (2001)
Fox Valley Greyhound Park – Fox Valley, WI (1993)*	Pueblo Greyhound Park – CO (2002)**
Yuma Greyhound Park – Yuma, AZ (1993)	Multnomah Kennel Club – Portland, OR (2004)
Sodrac Greyhound Park – Sodrac, SD (1994)*	Apache Greyhound Park – AZ (2004) **
Coeur d'Alene Greyhound Park – ID (1995)	Geneva Lakes KC – Geneva Lakes, WI (2005)*
Biscayne Kennel Club – Miami Shores, FL (1995)*	Plainfield GHP – Plainfield, CT (2005)**
Greenetrack – Eutaw, AL (1996) **	Post Time (Rocky Mt GP++)- Co Springs, CO (2005)**
Waterloo Greyhound Park – Waterloo, IA (1996)	Shoreline Star – Bridgeport, CT (2006)**
Wisconsin Dells GHP – Wisconsin Dells, WI (1996)*	Cloverleaf KC – Loveland, CO (2006)**

*Building has been demolished

**Remains open for simulcasting

+Camptown Greyhound Park had a short but eventful history: opened in May 1995 – went bankrupt six months later. New owner opened live racing – August 2000 – closed November 2000.

++Rocky Mt GP closed – 2001. New owner renamed it Post Time – live racing briefly – closed in 2005.

U.S. RACING GREYHOUND BREEDING STATISTICS AND ANALYSIS OF THE ANNUAL NUMBERS OF DOGS KILLED FROM 1986 – 2006:

Each year, thousands of young greyhounds who do not display potential to make money are disposed of at greyhound breeding and training farms. In addition, each week at tracks around the country, truckloads of failed or injured racers are sent to be killed at veterinary offices, animal shelters, research labs, and destinations unknown. In a transparent attempt to conceal the death toll, the industry and its supporters now claim that 90% of all “ADOPTABLE” greyhounds are adopted. One would have to agree that **dead dogs are not adoptable.**

A. Where do those puppies go? . . .

Many greyhound puppies and youngsters are judged to be of inferior racing quality at birth or during the farm training process. Many owners elect not to continue investing in dogs that demonstrate little potential of making money; the vast majority of those dogs are destroyed on the farm before they ever start a racing career. In recent years the yearly disappearance of thousands of puppies is explained away by the industry spokesperson as death from “natural causes”. However, this same spokesperson admitted in a 1991 interview that puppies were, in fact, destroyed on the farms. Industry insiders confirm that large numbers of pups are destroyed. Young greyhounds that do show promise are individually registered and named before going to a track at about 18 months.

Year	Number of Litters Born (NGA)	Estimated Number Born	Dogs Individually Registered to Race (NGA)	Farm Puppies Culled Before Racing
2006	3,768	24,567	22,951	1,616
2005	4,300	28,036	26,207	1,829
2004	4,977	32,450	26,262	6,187
2003	5,171	33,714	26,277	7,437
2002	5,205	33,936	27,142	6,794
2001	5,015	32,698	26,797	5,901
2000	5,234	34,126	26,464	7,662
1999	5,266	34,334	27,059	7,275
1998	5,034	32,822	26,036	6,786
1997	5,192	33,852	28,025	5,827
1996	5,438	35,456	28,877	6,579
1995	5,749	37,483	31,688	5,795
1994	6,232	40,633	34,746	5,887
1993	6,805	44,369	39,139	5,230
1992	7,690	50,139	38,023	12,116
1991	8,049	52,479	38,430	14,049
1990	9,473	61,764	38,615	23,149
1989	7,690	50,139	38,443	11,696
1988	7,979	52,023	37,784	14,239
1987	7,638	49,800	33,021	16,779
1986	6,688	43,606	30,219	13,387
Total	128,593	838,426	652,205	186,221

Notes:

Litters: As reported by the National Greyhound Association (NGA), the U.S. registry organization.

Total Born: Derived by multiplying the total number of litters by an average of 6.52 pups per litter.

Individuals Registered to Race: As reported by the NGA in *The Greyhound Review*, the official industry publication. Each owner pays an additional fee to the NGA to have a dog individually registered.

Culled: This column shows the total number of young dogs that disappear annually between birth and individual registration at 18 months of age. Few pups or young dogs are ever delivered to rescue groups.

B. Thousands More Greyhounds That Are Registered to Race Disappear Annually

In a desperate attempt to refute the kill numbers, the racing industry is now claiming that huge numbers of race dogs **go “back to the farm” for breeding.** To avoid buying into this absurdity, one needs to be armed with the following information: Greyhounds used for breeding range from 4 to 11 years of age. **The vast majority of breeding stock is already on farms. Breeders do not replace their entire population of breeding animals every year. Additions are limited to a small number of proven racers that replace unproductive older breeding stock.** The stud dog population is extremely limited; it is represented by about 500 dogs from 4 to 12 years of age. These are proven stud dogs and may even be deceased dogs whose stored semen is used. The only male that enters this elite category is a dog with an exceptional race record. The same principles apply to brood bitches: Only the best racers or their littermates are used for breeding. About 3,000 to 4,000 will easily produce the number of greyhounds bred yearly. Females are usually bred twice a year; males are used over and over and over again. **Sadly, large numbers of greyhounds do go “back to the farm”. However, only a small number of those are bred or petted out. The actual fate of the thousands of others is unknown...**

Year	Individually Registered (from above)	Estimate - Greyhounds Adopted**	Estimate - Retained For Breeding	Racing Dogs Killed	Youngsters Culled (from above)	Total Killed
2006	22,951	14,800	1,200	6,951	1,616	8,567
2005	26,207	14,600	1,500	10,107	1,829	11,936
2004	26,262	14,500	1,600	10,162	6,187	16,349
2003	26,277	14,500	1,800	9,977	7,437	17,414
2002	27,142	14,000	1,800	13,142	6,794	19,936
2001	26,797	13,000	1,800	11,997	5,901	17,898
2000	26,464	13,000	2,000	11,464	7,662	19,126
1999	27,059	13,000	2,000	12,059	7,275	19,334
1998	26,036	13,000	2,000	11,036	6,786	17,822
1997	28,025	12,500	2,000	13,525	5,827	19,352
1996	28,877	12,000	2,000	13,977	6,579	21,456
1995	31,688	10,000	2,100	19,588	5,795	25,383
1994	34,746	8,500	2,200	24,046	5,887	29,933
1993	39,139	6,000	2,500	30,639	5,230	35,869
1992	38,023	3,000	2,500	32,523	12,116	44,639
1991	38,430	1,000	3,500	33,930	14,049	47,979
1990	38,615	650	3,200	34,765	23,149	57,914
1989	38,443	450	3,000	34,993	11,696	46,689
1988	37,784	300	2,750	34,734	14,239	48,973
1987	33,021	200	2,500	30,321	16,779	47,100
1986	30,219	75	2,000	28,144	13,387	41,531
Total*	652,205	179,075	45,950	428,080	186,220	615,200

Notes:

*To arrive at an estimated twenty-one-year total of greyhounds killed, one must also subtract the number of dogs still in the racing system (approximately 28,000), the number of puppies/youngsters/trainees currently on farms (approximately 26,000) and the breeding stock required to produce thousands of litters a year (about 400 males and 2,000 females).

**A liberal estimate of figures from those in the adoption community.

***Organized, large-scale adoption efforts did not take place until the mid 1990's. During the late 1980's it is estimated that only a few hundred dogs made it into adoptive homes nationwide. During the previous 50 years of dog racing, all greyhounds that were not used for breeding were routinely destroyed.

As industry revenues decline and tracks have shut down, the number of dogs bred each year has correspondingly dropped. Breeders have been forced to close their farms and breeding operations and seek other means of making a living. However, thousands of greyhounds continue to die each year because not even the 200 plus greyhound adoption groups across the country can handle the huge number of dogs still produced by the industry.

WHAT THE DOG RACING INDUSTRY DOESN'T WANT YOU TO KNOW:

Documented "disposal" methods have historically included:

- Euthansia
- Mass euthansia
- Gunshot
- Starvation
- Bludgeoning
- Sale / donation to medical research
- Abandonment (often muzzled)
- Sale to racing interests in 3rd world countries
- Electrocution

Abuse Cases – Tip of the Iceberg – The NGA "Round File"

- Since the late 1980s when GPL began monitoring the racing industry, the documented abuse cases have collectively involved the suffering of thousands of racing greyhounds. Industry insiders say that what has been publicly uncovered doesn't begin to reveal what regularly occurs.
- The fate of racing greyhounds during the first 60 years of dog racing (1920's to 1980's) was barely acknowledged in the press. It has been widely reported by a reputable source that an ice pick in the heart of the dog was a favored method of killing. A 1950's article in a national magazine stated that thousands of greyhounds were killed in a Miami decompression chamber.
- Dog men have reported to GPL that they remember even during the 1980's that bodies of unprofitable dogs were regularly stacked by the dozens at the backside of the track.
- The number of greyhounds that have been killed in the prime of life over the eighty-year history of dog racing in America is well over a million.

The Racing Life – Death at an Early Age

- Greyhound puppies are bred on large dog farms and on a smaller scale by individuals often referred to in the industry as "backyard breeders." Large operations holding 500 or more greyhounds are commonplace.
- Greyhound puppies are tattooed by three months of age.
- Greyhound litters range from 1-14 puppies, though industry sources quote 6.5 to 7 pups per litter. According to industry members, puppies that don't show promise are routinely destroyed.
- The majority of greyhound pups are typically sent to training farms in the South or Midwest. The dogs are often transported in trucks for days on end. According to industry members, it is not uncommon for some dogs to arrive at their final destination severely ill or dead.
- There is a heavy concentration of training farms in Florida, Texas, Oklahoma, and Kansas.
- If a greyhound seems of racing caliber, it is individually registered and can be tried out to race at a commercial track at about 18 months of age.
- Many greyhounds are killed without ever having raced at a commercial track. Of those who are fast enough to generate earnings, many are discarded after racing only a short time – from

several weeks to several months (due to injury, non-competitiveness, etc.). Even successful racers reach their peak by 3-1/2 years of age. Most states do not race dogs beyond five years of age; *very few* make it that far.

The Racing System – Win or Die

- Puppies are sometimes purchased from the breeder by individual investors or a syndicate. Breeders tend to maintain ownership and racing privileges of their best racing stock for themselves. After training, successful greyhounds are leased out to kennel owners at a track. Occasionally, the breeder, trainer, and kennel owner may be the same individual.
- To qualify to race commercially, the dogs are entered in schooling races – usually at a “puppy” or low-grade track where young dogs ultimately race against uncompetitive older dogs. Many dogs “wash out” at this point. If successful, the dogs are entered into initial “maiden races.” They are then classified to race in categories typically D backwards through to A, with A being the top grade, then down again from A to D. Dogs theoretically compete with dogs at the same performance level. However, mixed grade (I) races are not uncommon.
- If a dog does not finish in the top three positions in three consecutive races, it drops a grade (can vary by track). By failing at the bottom grade, it is considered “graded off.” The dog may be sent to a less competitive track, referred to in the industry as a low-rent-track.
- Much of the racing system seems arbitrary – a dog’s success is often tied to the kennel connections of its owner and the quality of the trainer/kennel help. Some trainers will try to improve a dog’s performance, but most try to make money by getting rid of losers and bringing in fresh stock.
- Once a dog has graded off at its last track placement, it is either killed locally, sent back to the farm to be “disposed of”, kept for breeding, or sent to a rescue group. Rescue groups provide the cheapest means of getting rid of losers, but accommodations are often hard to come by for so many dogs. Track adoption programs, if they exist, severely limit the number of dogs allowed in the pet kennel. Kennel operators are constantly squeezed by the need to get the losers and injured out of the cages, the need to make money by filling the cages with fresh stock and the need to keep their breeder-clients happy by opening up cage space for new dogs off the farm. It is the greyhounds that pay the ultimate price for this disastrous system. While some kennel operators and trainers fight the system and try to do the best they can for the dogs, others take the easy way out and load up the kill trucks. The lives of large numbers of dogs are ended when they are sold by their owners to rabbit hunters, coyote hunters or illegal match racing operations. Sometimes a final profit is made by selling the dogs to a medical research facility or to racing interests in foreign countries.

Dog Track Ratings – Who Goes Where – Dreams of Big Money Fade Early

- Greyhound tracks are not officially rated in terms of quality. But the general consensus is that they range from high-grade (about 8 tracks), to mid-grade (about 18 tracks) to low grade (about 17). The low-grade tracks are referred to as “cheap tracks”.
- The rating of the racetrack depends primarily upon the racing capability of the greyhounds that inhabit the kennels.
- Thousands of greyhounds are bred with the hope of producing those few dogs that can make it into a top grade track and bring in the big money. For most breeders dreams of cashing in evaporate during the evaluation trials on the farm and they have to settle for getting the dogs in where ever they can.
- The vast majority of greyhounds enter and leave the racing system at mid and low-grade tracks through they may be moved from venue to venue during their short careers.
- Whichever track it is, the system keeps the revolving door spinning. Ten dogs in.....ten dogs out. Fifty dogs in.....fifty dogs out.

High Grade Tracks – Money, Money, Money

- Only a select number of greyhounds are going to have the racing prowess to compete at a high level venue. Dogs with great potential may start out at this level; others may grade up from lesser tracks.
- If a greyhound makes it into this elite circle, the money is good for the owner and he or she will try to keep the dog there for as long as possible. But eventually the dog's performance will decline due to injury or advancing age.
- Then it's on to a mid-level track where his destiny is less secure.

Intermediate Tracks – The Revolving Door Speeds Up

- Large numbers of greyhounds move in and out of these tracks on a yearly basis. Some will grade up, but the majority will eventually grade down.
- Concerned greyhound owners who don't want risk the fate of their grade-offs to the vagaries of a cheap track will retire the dog at this juncture.
- This is where the need to find homes for greyhounds begins to mount and the intervention of rescue groups becomes critical.

Cheap Tracks – Revolving Door In Overdrive – Painful Lives, Unceremonious Deaths – Track Owners Live Like Kings, While Kennel Workers Barely Eke Out a Living

- Low-grade tracks provide an entry point for huge numbers of greyhounds with marginal racing capabilities. Consequently, they are often referred to in the industry as "puppy tracks". Many greyhounds will wash up within months; others may grade up to a mid-level venue and then return as their performance declines.
- Because cheap tracks are known in the business as having readily available kill services, some dogs owners will send the dogs off for a trial run, knowing that the burden of getting rid of the animal will be shifted over to the kennel operator who is forced to accommodate in order to maintain steady supply of new stock.
- Cheap tracks are also the track of last resort for owners who want to get a few more bucks out of veteran racers that can no longer compete elsewhere. Aside from the doomed two-year-olds, there is nothing sadder that to view the racing lines of a five-year-old greyhound that at one time raced Grade A at a high level track, made his owner thousands and thousands of dollars and was rewarded with a kill track at the end his career.
- Rescue groups are trying to make a dent at some of these venues, but the numbers are just too overwhelming.

Track Racing Kennels – Held Hostage for Profit

- The average kennel maintains around 60 dogs but often as many as 80 or more. Cheap tracks have been known to have more than 200 dogs under the care of one kennel operator and a helper. Responsible kennel trainers say that three people are required to adequately care for every 60 dogs, but this is not the standard, nor is it required. Small tracks have 10-15 kennels; larger tracks may have 20+ kennels.
- Thus, an average track kennel facility (known as a "compound") with 15 kennels may easily house upwards of 1,000 dogs – *plus* an equal number of new dogs and unsuccessful dogs filtering in and out throughout the year.
- Seasonal tracks are often low revenue facilities with low-grade dogs that might not race successfully elsewhere. To euthanize such a large number of animals can be very expensive for

kennel owners. This dilemma often leaves the animals vulnerable to being killed by the cheapest means available.

Shelter/Food/Exercise/Health – “We Treat Our Athletes Better Than Most People Treat Their Pets”

- Greyhounds are kept at track kennels in stacked cages 22 hours a day.
- The dogs are let out two to four times a day in small turnout pens (divided by male/female). This is the only opportunity the greyhounds have to drink water, if it's made available.
- Greyhounds are muzzled in the pens because the large number of unspayed and unneutered dogs thrust together often leads to fighting.
- To minimize daily chores, some trainers elect to keep the dogs muzzled in their crates for the majority of each day.
- Bedding is shredded newspaper, computer paper, thin carpet remnants or nothing.
- Many tracks continue to use wooden crates – perilous for fire and difficult to clean. The wood gets soaked with urine, making sanitary conditions difficult.
- In most kennels, greyhounds (often muzzled) are heavily infested with fleas and ticks. As a result, many greyhounds have been found to carry several potentially serious, but easily treatable, tick-borne diseases (Canine Ehrlichiosis, Erlichia Equi, Canine Babesiosis, and Rocky Mountain Spotted Fever), any of which may affect their racing performance.
- The standard industry feed is raw “4-D Meat” – the meat of diseased, dying, downed (unable to walk), or dead animals deemed as unfit by the USDA. This meat often causes severe “blowout” and dehydration, as well as skin ulcers and death from e-coli toxins, a condition known in the industry as Alabama Rot. 4-D Meat is cheap and potentially deadly.
- Due to poor sanitary conditions and external parasite loads, greyhounds suffer from heavy infestations of hookworm, tapeworm, whipworm and giardia.
- Female racing greyhounds are routinely administered Methyl Testosterone (an anabolic steroid), to prevent estrus (as males and females race together). Anabolic steroids are immune suppressers and not intended for long-term administration. Inadequate regulation and lax oversight leave the door open to use of steroids in the males as well. According to industry insiders, a variety of substances can be used without detection to alter race performance.

The Perils of Racing – Death in the Fast Lane

- Racing injuries are common, especially, on tracks with a poorly constructed first turn or poor racing surface due to irregular maintenance or age of construction. At any given time, an average 30% of all race dogs are on the sick and injured list. Insiders report that when the “active list” is severely reduced, injured dogs are pulled in to fill the day's race card. At that point a minor injury becomes a catastrophic, life-ending event.
- For many greyhounds, the only real exercise they receive is during races. Their lack of muscle tone can lead to injury and death. Musculoskeletal injuries are commonplace.
- A dog that breaks a leg is often euthanized immediately. Industry members state that broken front legs are almost never fixed.
- Electrocutation by the rail that powers the lure is a constant risk.
- Industry standards suggest, but do not mandate, that a dog shouldn't race more than once every four days to cut back on injuries, but racing secretaries often allow dogs to race more frequently.
- Trainers are often afraid to complain about poor conditions for fear they will lose their jobs.

SO WHO IS LOOKING OUT FOR THE WELFARE OF RACING GREYHOUNDS?

Greyhound racing is a business – first and foremost; the greyhound dogs whose racing ability provides the finances needed to stay in business are regarded as a disposable commodity. Only a minority of dog owners, trainers and kennel operators put the dogs' welfare over financial gain. Those who attempt to maintain high standards of care are rarely able to stay in business because they are under constant pressure from the state, track management and the competition to conform to sub-standard conditions.

Industry propaganda claims that the dogs are well cared for since they exist to produce a profit; while this argument certainly makes sense overall it simply is not corroborated by the facts. It is evident that the prevalent mindset is: it's cheaper to cut costs on care, get rid of debilitated dogs and bring in fresh stock, often callously referred to as "fresh hides". The huge turnover of race dogs, the condition of the dogs when they are received by rescue organizations and confirmation from insiders bear out that this is indeed the modus operandi.

Everyone with access and/or authority over the welfare and the very lives of greyhound race dogs operates with an agenda contrary to the dogs' well being. State regulatory bodies have demonstrated time and again that their primary concern is the promotion of the dog racing business not the welfare of the dogs. The results of this conflict of interests have tragic consequences for the greyhounds whose talents provide them with a paycheck.

GPL's extensive research into thirty years of racing publications documents that the industry's "greyhound welfare rhetoric" didn't even exist until the early 1990's when dog racing was faced with such severe public criticism over humane issues that the very existence of the industry was threatened – about 80 years too late for hundreds of thousands of greyhounds.

Federal Government – The Feds Aren't Even In the Picture – Greyhound Racing is a State Mandated Business

Greyhound racing is a state mandated business; the federal government exercises no control beyond interstate gambling issues.

State Regulation – A Conspiracy of Silence and Ineptitude – Hear No Evil, See No Evil

Agenda: Promote racing; side step in-depth investigations; find a lackey to pin it on; collect a paycheck.

- State governments usually oversee dog racing through an assigned department or commission empowered with formulation of gaming rules and their oversight.
- State governments reap tax revenue from greyhound racing (although severely declining), but few donate funds to aid adoption groups.
- Regulatory agencies have a vested interest in limiting their investigatory authority. Some even view the concerned public as the enemy.
- The rules and regulations of almost all racing states fail to stipulate humane conditions for the animals. Racing authorities that have written in some humane treatment standards leave the

monitoring and enforcement to other state agencies that rarely have the time, expertise or laws on their side to adequately evaluate greyhound abuse.

- Most inspections and almost all regulations apply to protection of the gambling public – not to humane standards. Unannounced inspections of kennels are a rarity. According to insiders, kennel inspections by the state are often preceded by advance notice and, even then, the inspector may go into only one kennel on the compound that is chosen and previewed by track management. Greyhounds are rarely taken out of their cages to determine their true condition.
- The ostensible reason for the presence of a guard shack is to protect the dogs from being “tampered with” by the general public. In reality, this serves as a convenient cover to keep the treatment of racing greyhounds away from the public eye.
- Only a few states even make the claim that they monitor the “disposition” of greyhounds leaving the racing system. Wisconsin is one such state; however, in 2000 GPL uncovered a scam by a licensed Wisconsin kennel operator who had sent more than a thousand Wisconsin race dogs to their death at a nearby research facility.
- State racing authorities have the power to revoke racing privileges – or waive violation penalties.
- Essentially, the state tends to avoid strict oversight standards that might interfere with or impede commerce.

Track Veterinarians – Where are they when you need them?

Agenda: Collect a paycheck; ignore annoying welfare issues; do what you can but never make waves; get a little extra sleep on the job.

With few exceptions, NO veterinarian is available beyond the limited hours of a race event. The duties of the track veterinarian (which may vary from state to state) are:

- To be on track premises during the race. Only a few tracks require that a vet be on premises during schooling races which are even more dangerous for the dogs because many are being re-schooled due to previous injuries or because they are straight off the farm and are unfamiliar with track conditions.
- Examine “scratched” dogs to verify that dog should not race.
- Supervise the pee catcher for drug testing of whatever positions are mandated by the state.
- Go over the dogs before the race to check for fitness.
- Administer testosterone to females.
- Euthanize injured dogs. At some tracks, euthanize healthy, unprofitable dogs – if kennel operator or owner is willing to pay.
- Allow or disallow medications.
- Apply a temporary wrap on a broken leg, if owner, kennel person or private adoption group is willing to pay for follow up surgery from a private vet. If they’re not killed outright, dogs with serious fractures are often left untreated and just put in a crate and left to suffer for months.
- The public has been gravely misled about veterinary care at racetracks. It is minimal at best, and according to some, outright negligent. Neither the state nor the track assumes veterinary expenses for anything beyond what has been outlined above. Sick and injured animals are administered to by kennel personnel who tend to rely on home remedies to cut costs, including incidents of “home surgery” techniques, such as sewing up a laceration with fishing line. Any who go beyond that care must pay for it from a private vet outside the kennel compound.

National Greyhound Association – Cast Out Just Enough Small, Disposable Bad Apples to Maintain Credibility; Make Sure Outsides Never Get a Look at the Rest of the Barrel

Agenda: Promote racing; handle damage control; collect maximum number of registration fees to stay solvent.

- The National Greyhound Association (NGA) is a registry organization. The NGA's registration database, consisting of ownership, breeding and ear tattoo information, is used for identification purposes within the racing system. Registrants pay a series of fees for the privilege of registering their greyhounds.
- The organization subsists on registration fees, penalties and a percentage of the sale price of greyhounds sold at NGA sponsored auctions.
- Beyond providing greyhound identification information, the NGA has no authority over the care, treatment or disposition of greyhounds at racetracks.
- The NGA is not vested with any enforcement or investigative authority over its members or the property on which greyhounds may be housed. NGA authority over registrants is limited to action taken for non-compliance with club rules and does not extend beyond its ability to sanction or revoke registration privileges.
- Sanctions appear arbitrary and capricious and appear to be related to how well connected the offender is.

American Greyhound Council – Membership Criteria: Gallons of White Paint and the Ability to Keep a Straight Face

Agenda: Create programs and public relations propaganda that paint the industry as humane and concerned about the dogs.

- In response to growing public disgust over the inhumane treatment of greyhounds, the industry set up the highly self-touted American Greyhound Council (AGC) in 1987. The AGC is comprised of rotating members of the NGA and the AGTOA; its stated mission is to provide for the betterment of the racing industry and, ostensibly, to "improve the welfare of the racing greyhound". In reality, its purpose is to address public relations nightmares brought on by increased public scrutiny.
- Some of the public relation tools developed by the AGC include: token financial support to track rescue programs and other rescue groups who are willing to promote racing and keep their mouths shut, and payment of the toll free adoption line set up by the industry linked Greyhound Pets of America organization.
- Under the guidance of the AGC, the industry shamelessly manipulates breeding and adoption figures at will, inflating adoption numbers and decreasing kill figures each year in their quest to convince the public that few, if any, greyhounds are killed. However, the numbers speak for themselves: over an eighteen-year period from 1986 through 2005, more than half a million greyhounds have disappeared from the record.
- The AGC currently relies on "hired guns", known in some circles as a public relations firms, to guide the industry through troubled waters churned up by the discovery of piles of dead greyhounds and other troublesome matters. Their current "find" also proudly represents and defends the fur industry; but still has time to pump out letters to the editor (to be signed by industry puppets) and to coach industry spokespersons to repeat statements to the press like: "We treat our greyhounds better than most people treat their pets," and "We're a 'no kill' track".
- This approach is somewhat transparent but it is a better industry PR move than the candor applied a few years back when an industry spokesperson appealed to public for understanding: "We have to kill them; it's an economic thing." While the same economic principles are still very much in play, responsibility for preventing the killing has been cleverly shifted to overburdened rescue organizations and the pet loving public.

The American Greyhound Track Owners Association – "We Report; You Decide"

Agenda: Industry expansion; keeping the pockets of wealthy track owners filled with gold.

- The American Greyhound Track Owners Association (AGTOA) is a trade organization that represents the interests of dog tracks throughout the country.
- The expansion of gambling at existing tracks and widening of the industry into additional states are its primary concerns.

Greyhound Racetracks – “Greed is Good”

Agenda: Profits Profits More Profits Greater Profits

- Dog tracks are not in the greyhound business; they’re in the gambling business. The thousand or so resident greyhounds are an incidental means of making a profit.
- Kennel operators contract with the track to provide dogs so that the track can profit from the gambling activities. It is the kennel workers who care for the dogs and pay out expenses on the dogs – not the track.
- Dog tracks owe their existence to state legislators who are constantly wooed by lobbyists paid by the tracks to represent their interests. Legislators are concerned with state tax revenue and campaign contributions. Dog tracks are interested in tax breaks, special favors and expanded gambling for new revenue. It’s the perfect marriage of special interests – the greyhound dog’s interests are never even considered in the negotiations.

Breeding and Training Farms – The Fox and the Hen House – Can’t Even Find the Fox

Agenda: Don’t turn me in and I won’t turn you in and who would I turn you in to, anyway?

- Breeding and training operations in many states are exempt from licensing by both the state racing regulators, the state agriculture department or the county in which the farm is located. In some areas a local animal control facility is the only agency with the authority to access a farm uninvited; however, they cannot exercise this authority without a complaint and adequate cause. Overall, there is virtually no oversight of dog farms.

NGA Farm Inspections – Dog Racing is the Poster Child for Suspect Self-Regulation

Agenda: Convince “do-gooders” to turn the bad guys in to us, so we can keep it “in house”. Race to the scene before the media gets a hold of it.

- Historical evidence indicates that the NGA inspection program grew out of a desire to increase collection of unpaid registration fees, not to ensure the humane treatment of greyhounds, as is the current explanation.
- Industry members have told us that the NGA inspectors routinely alert the farms of their impending visit, that the visit is cursory at best and that major, obvious violations are often ignored.
- The NGA has no authority to enter the private property of their members without permission.
- Aggressive action appears to be limited to cases where outsiders or the press are involved, or to members who have been labeled as a liability to the industry – those who might reveal information to the outside world.

Industry Adoption Programs – Bought and Paid for – “Omerta” – “What Kill Trucks?”

Agenda: Provide token adoption presence for track PR purposes; maintain the code of silence; convince the public that it is their responsibility to adopt greyhounds.

- In recent years the AGC has provided adoption assistance grants to adoption groups, which met its “criteria.” They stipulated that adoption groups must have “the endorsement of the local track” and “be supportive of the greyhound racing industry.” The group must provide “accurate, non-inflammatory information to potential adoption families and the media.” Most of the funding goes to track-based adoption programs – organizations with paid adoption staff that naturally support greyhound racing.
- One program, which is also affiliated with a national “neutral” organization, is openly promoting a ballot initiative, which will result in the re-opening of two additional dogs tracks in a state that, even now, doesn’t save all the greyhounds.

Bogus Track Adoption Programs – A Cheap PR Trick for Cheap Tracks

Agenda: Deceive the public and the press with an adoption link on the track web site or an ad in the race program. Send the dogs “back to the farm” where there is no accountability or simply make them disappear to places unknown. No one will know the difference.

- Perpetrators of this egregious hoax have an easy, cheap public relations tool at their disposal. All it takes is iron-fisted control over personnel, a deep-seated ethical void and the complicity of an industry controlled adoption group that is willing to provide cover.
- It doesn’t matter if the adoption rate is .01% or 20% because there is virtually no accountability. In the handful of states where reporting is required, falsification of records is a breeze.
- Unfortunately, cheap tracks have the highest turnover rate - sometimes more than 100% or as many as 1,500 greyhounds in a year’s time. That’s a death sentence for hundreds of greyhounds.

“Neutralized” Adoption Groups – Muzzled, Misguided Pawns – The Silence is Deafening

Agenda: Keep volunteers, adopters and the press ignorant about dog racing; fight off those annoying pangs of conscience and remember the motto that “servicing” the dog racing industry with good publicity is more important than the greyhounds who will die as a result of our silence.

- Even though the use of the term “neutral” is a de facto acknowledgement that greyhound racing is controversial, numerous adoption groups continually refuse to address the issue. Many have admitted to an intense hatred of greyhound racing “off the record.” However, when queried by adopters or the press, they give out meaningless scripted phrases and misinformation despite their inside knowledge and first-hand experience in dealing with poorly treated greyhounds.
- Some adoption groups have so compromised their integrity that they sponsor promotional bus trips to local dog tracks. Others have a vested interest in prolonging the existence of the greyhound industry.
- But most have simply become frightened, unwitting industry pawns in the continued exploitation and suffering of racing greyhounds. A common excuse is that the industry will refuse to give them the dogs, a bogus excuse, particularly from those in non-racing states. This claim is further discredited by the well-known fact that anti-racing groups are asked to take in more dogs than they can handle.

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