

PUBLIC HEARING

before

ASSEMBLY TRANSPORTATION AND COMMUNICATIONS COMMITTEE

on

Investigation of procedures presently followed by
casino operators in their selection of bus companies
for the transport of patrons to their facilities

May 20, 1985
West Side School Complex
Senior Citizens Room
Atlantic City, New Jersey

MEMBER OF COMMITTEE PRESENT:

Assemblyman Wayne R. Bryant, Chairman

ALSO PRESENT:

Laurence A. Gurman
Office of Legislative Services
Aide, Assembly Transportation
and Communications Committee

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Very few people
are interested
in the future of the
country.

There is a
general feeling
of hopelessness
and despair.

The people
are tired of
the present
situation.

They want
a change
in the
government.

They are
looking for
a new
leader.

They are
tired of
the old
ways.

They want
a new
direction
for the
country.

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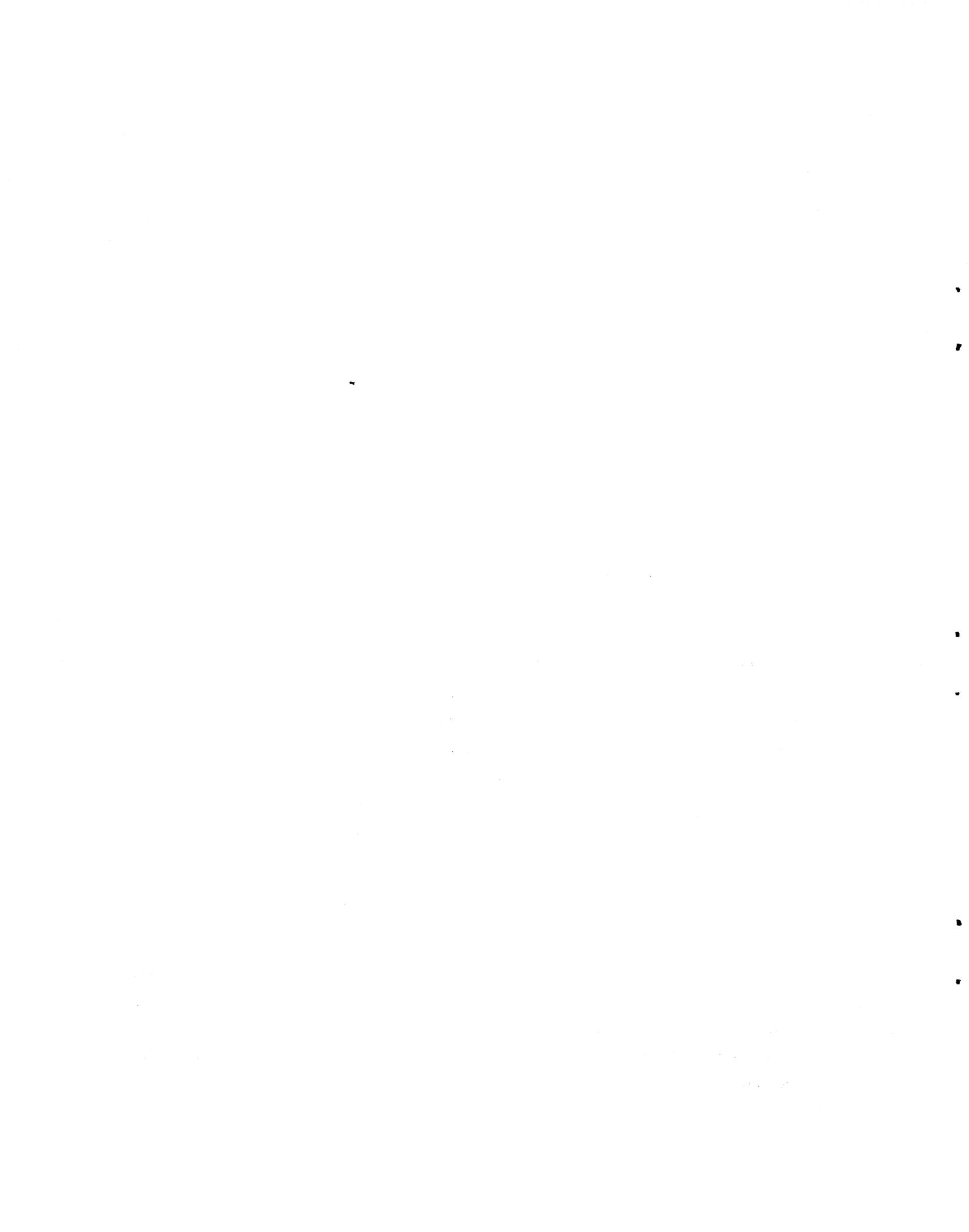
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ASSEMBLYMAN WAYNE R. BRYANT (Chairman): Good morning. First of all, I am Assemblyman Wayne Bryant, Chairman of the Assembly Transportation and Communications Committee. I would like to welcome all of you here. The purpose of this hearing is basically to explore what is happening with the bus operations in the casino industry. It has come to the attention of this Committee that there are allegations that minority and women bus operators are having problems with access to the casinos, thereby denying them the right to equal opportunity and equal business employment. That is what this hearing will focus on today. We will take testimony from a variety of sources and, after analyzing all of the testimony and information, it is the purpose of this Committee to recommend, if necessary, corrective legislation in order to make sure that all people have access.

So often in the General Assembly we hear, "Pull yourself up by your own bootstraps." Well, that entails a person having equal access to all opportunities which are available. It is definitely the position of the Chairman that when we license any major business, such as the casino industry, they have certain obligations that go with those licenses. If, in fact, the statutes are not clear, then we want to make sure that the Casino Control Commission has the statutory authority, as they review licensing, to review the fact that equal access opportunity for all shall exist in any place licensed by the State. That is a privilege; it is not something which God just grants to certain people. Casinos are definitely a privilege in this State.

At this time, it gives me great pleasure to introduce the Mayor of this great City, who has come to welcome this Committee, and to make any comments he may wish to make. Mayor Usry?

MAYOR JAMES L. USRY: Chairman Bryant and members of the Committee: Good morning and welcome to Atlantic City. I hope your day of hearings concerning the complaints of minority bus operators in Atlantic City and the opportunities afforded minority and women entrepreneurs in the casino industry will be constructive and productive in terms of a solution to this serious and complex problem. Everyone will agree there is something the matter when only 2% of all contracts awarded by the casino industry last year were received by minority- or women-owned

firms. This 2% of a multi-billion dollar industry was only \$7.5 million.

I'd like to commend my friend, Chairman Bryant, for his leadership in this matter. We have all known for a long time that this is a problem and that a solution to a problem like this will take a great deal of cooperation and understanding on all sides of the table. The recent reports from the Division of Gaming Enforcement and the later recommendations from the Casino Control Commission begin to frame the issue in a manner that provides dialogue and, ultimately, a solution.

Today, you will hear testimony from a number of minority vendors who are angry. They have voiced their anger over their lack of access to the casino industry before the Casino Control Commission, to members of the Division of Gaming Enforcement, to you personally, Chairman Bryant, to Senator Lipman, and to me on many occasions. Leadership, not only from government but from the casino industry as well, will be necessary today in order to change this anger into a constructive process to move us all toward a solution.

As you are aware, much of the attention concerning minority contracts has been in response to a very vocal group of minority bus operators. However, the same case exists for minority contractors and minority musicians. Successful legislation and cooperation with the casino industry will dramatically change the impact of casino gaming on minority businesses in Atlantic City.

I hope there can be some voluntary actions taken by the casino industry in the future, rather than relying completely on the Legislature for direction. I would like to quote Walter Read, Chairman of the Casino Control Commission, who said on May 1 of this year, when the Commission issued proposals concerning bus operators regarding the operation of the casino bus industry: "Any economist will tell you that in this age of enlightened self-interest it is just plain good business sense for corporations and industries to have a sense of social responsibility. I think we can safely say that Adam Smith was wrong in his belief that business people in their pursuit of profit will always provide for the public good."

Many of the solutions you consider will take a great deal of study and cooperation on the part of all parties. Any legislative solution must be realistic. There is one thing your Committee, like Senator Lipman's Committee, should consider taking action on now. That is the creation of a statewide central clearing house for the qualification and identification of minority- and women-owned firms.

This issue should not be left solely to the Casino Control Commission. The Commission should not have the responsibility of designating or identifying minority-owned firms. That is not their job. At the same time, the designation of minority-owned firms on a statewide basis would also help minority-owned firms to compete for other business not with the casino industry. For example, this would open up opportunities for minorities to compete for contracts on State, county, and municipal levels.

My purpose this morning is to welcome you to Atlantic City and thank you for taking on this important issue for both minority and women entrepreneurs and the City of Atlantic City. The work before you will be time-consuming and difficult. I am glad to see representatives of the Commission, the Division of Gaming Enforcement, the casino industry, and the affected minority entrepreneurs here today. The actions of this Committee with regard to bus operators will lead the way for addressing the issue of participation of minorities and women in all other aspects of the casino industry.

I would personally like to extend to you and to your Committee the resources of the City of Atlantic City, especially through the office of the Mayor, the Atlantic City Affirmative Action Board, and the Office of Minority Business Entrepreneurship to assist you, to assist the Committee, and to assist all other interested parties in solving this problem.

Once again, Assemblyman Bryant, and your Committee, welcome to Atlantic City. You have a long day ahead of you, but you are up to the task. Thank you very much for your time.

ASSEMBLYMAN BRYANT: Thank you, Mayor. We appreciate your hospitality. We will take you up on using your office because many things that might come out of this Committee hearing or future

legislation will affect Atlantic City. We believe that where it affects a place the most, they should have some input. The General Assembly has taken up what you suggested. We just passed, in our last session, a bill I introduced which raises the level of small minority and women businesses to a division. It has passed the General Assembly. It is what we call "one-shot stopping." It is a clearing house where all State agencies and State authorities must, once they are certified by this division, comply with allowing those persons to be minority or women businesses.

MAYOR USRY: Again, thank you for your effort and your deep concern. I know the involvement you have had over a period of time. Congratulations on your efforts. By the way, for your benefit, one of my aides, Rosalind Norrell-Nance will stay here with you in case you need her, and, also, Mr. Girard Geeter, a Program Analyst on my Minority Business Entrepreneurship Committee.

ASSEMBLYMAN BRYANT: Thank you, Mayor Usry. At this time, from the Council, we have Mr. John Whittington, who is here to give us greetings from the Council of Atlantic City and some information. Councilman Whittington?

JOHN WHITTINGTON: Good morning, Chairman Bryant and members of the Committee. I also welcome you on behalf of the Council of Atlantic City. As the Mayor just did, I also offer any assistance the Council may render in helping to resolve this problem.

I am here this morning primarily to speak on behalf of the minority bus operators and, in particular, one of my neighbors, one of my constituents, who has discussed this matter with me quite often.

I want to give you a little background about myself in regard to the casino industry. Each time the gaming issue was up for a vote, I campaigned in various parts of the State on my own time, and at my own expense. I did so thinking, believing, and hoping that the local residents would derive benefits from the industry. That was several years ago, and until this day the local residents have not gained substantial benefits from the casino industry. The minority bus operators are just one small segment of the people involved.

Now, from what I understand, in Mr. Watkins' case -- he is my neighbor, my friend, and my constituent -- he lost his business. He had a nice business here. I believe he had at least four buses, and I think the name of the firm was Ocean View. But, he lost his business completely because of the tactics used by the casino industry in denying him the opportunity to participate. It was not accidental at all, because as I understand it, the routes themselves -- whether they be from Philadelphia, Baltimore, Washington, or wherever -- are controlled by the casino industry. The routes are set up so that they almost completely ignore the black communities in the various cities from which the patrons are bused into Atlantic City. As a result of that, this practically eliminates the black-owned and operated bus companies because the casino industry wants to minimize the number of black people who patronize the casinos. By prescribing specific routes and assigning what I understand are known as "slots," they effectively eliminate minority-owned and operated bus companies.

I understand that firms were required to call in almost on a daily basis and ask for slots, and slots were normally not available, on weekends in particular. There have been many occasions where a black-owned and operated firm would call in for a slot, only to be told that there was not a slot available. A white-owned and operated firm would make the same call in the presence of the black-owned and operated firm, and he would be granted a slot.

So, this is just open and flagrant racial discrimination, as I understand it. Something must be done, and done immediately, to correct the problem. I understand that the casino industry voluntarily entered into an agreement to set aside 15% of goods and services for minorities. I further understand that ever since the casino industry has been operating here, less than 1/2 of 1% of the bus business has been received by minority-owned and operated firms.

I repeat, it is a tragic situation for an individual to lose four buses because of the unfair tactics that have been imposed upon him by the industry. For example, some minority firms, I am told, have been asked to improve the quality of their buses. So, they went out and bought a couple of brand-new buses. They were still denied

business. Others were told to increase their insurance coverage, which cost them several thousand dollars, but that did not change the situation either. Eventually, because of financial difficulty, they had no choice other than to fold up their businesses. This is grossly unfair. Some action must be taken, and must be taken soon, to correct this situation. I am sure, knowing you, Assemblyman Bryant, as I do, that you will exert every effort to correct the problem.

I thank you for the opportunity to make this presentation to you. I am sure the time I spent here has not been in vain. Thank you very much.

ASSEMBLYMAN BRYANT: Thank you, Councilman Whittington. At this time, I would like to call upon Carl Zeitz, Commissioner of the Casino Control Commission, to represent the Commission. Commissioner Zeitz, is there anyone else you would like to have present at the witness table?

COMMISSIONER CARL ZEITZ: I think I can manage, thank you. Chairman Bryant, I appreciate the opportunity to appear for the Casino Control Commission to share with you the information we have and the actions we propose to deal with alleged discrimination in the casino bus service industry. I think copies of this statement have been provided to you.

Before I turn to details, I would like to offer a general observation by which I hope to frame the Commission's present views on the subject at hand.

As you no doubt know, there is a continuing debate about the extent of casino industry regulation in Atlantic City. Lately there has been an increased hue and cry from that industry contending that New Jersey is not regulating, but is over-regulating its casino hotels.

That view perhaps is founded in the economic literature of another century. It seems lately we are fond of quoting Adam Smith on the Commission. Well, Adam Smith, the real one, not his pseudonymous Princeton non-relation, wrote 200 years ago in The Wealth of Nations that: "It is the highest impertinence and presumption therefore, in kings and ministers, to pretend to watch over the economy of private people and to restrain their expenses." He meant, of course, that government should not meddle in or regulate private business and industry.

Another view much closer to our time was offered by Theodore Roosevelt when he said: "Every man holds his property subject to the general right of the community to regulate its use to whatever degree the public welfare may require it."

Now I confess that what I will outline before you today will conclude with proposals for more, not less government intervention, whether by way of administrative rule-making by the Commission or statute adopted by the Legislature. But I will do so on the premise that where a problem is exposed that is clearly at odds with fundamental public policies of the State, and surely equal economic opportunity without regard to race or gender is one such well-established policy in New Jersey, the government will necessarily intervene when its patience with failed voluntary efforts is exhausted. Such is the case here. Voluntary agreements and efforts have failed and we conclude that government action is now demanded.

The establishment of casino hotels in this City less than a decade ago had as its chief purpose the restoration of Atlantic City and the creation of economic opportunity in a part of New Jersey where opportunity momentarily had fled. It goes without saying, in fact it is embodied in the spirit and letter of the Casino Control Act, that such opportunity was to be advanced on an equal footing for all citizens. In that regard and pursuant to the statute, the Casino Control Commission, by regulation, has fostered equal employment opportunities in the casino hotels. Today, not only the State, but the industry itself, can boast of one of the best, and maybe the best, such performance in the United States. Among the 35,000 or so persons employed in the industry, fully 30% are members of minority groups, and 45% are women. That is a record of accomplishment with this public policy for which the industry can only be, and should be, commended.

Sadly, the same is not the case in the field of minority- and female-owned and operated enterprises seeking to do business with the casino industry.

In February, 1981, the Commission achieved a voluntary agreement among the then eight operating casino hotels, since joined by the two that opened after that date. It called for good-faith efforts

to distribute 15% of the purchases of goods and services by the casino hotels to minority-owned and operated businesses, the 15% applying to all service industry categories, as well as to gross purchases.

Regrettably, that agreement has not been honored even in the breach. Because our present statutory authority -- that is, the Commission's -- is limited in this area, we have had to rely on information provided voluntarily by the casino hotels themselves, indicating the extent to which they have met the 15% goal. But, when you consider that this is information provided by the industry and thus likely to be such as to put the best possible face on the subject, the figures indicate less than 15% success at achieving the 15% service industry distribution goal. In 1984, less than 3% of all casino hotel expenditures for the purchase of bulk goods and services went to minority-owned and operated businesses.

To the industry's credit, it did agree, in September, 1983, to provide to the Commission voluntary monthly reports on the amount of business performed with minority- and female-owned and operated businesses. But, as noted, what credits the industry on one side, the voluntary disclosure of the figures, on the other side discredits its performance under the 1981 voluntary agreement.

Within the general casino service industry area is the major sub-category of transportation, which is dominated, as you know, by the buses that roll into Atlantic City daily. It is estimated that between 800 and 1,000 buses arrive each day, disgorging during the course of a year more than 13 million people whose destination is the casino hotels. Since 1982, the Commission has received a steady stream of complaints from bus companies owned and operated by minority persons -- and, I know that some of them are in the room this morning -- that they are systematically excluded from this lucrative business.

I should note here that most of this business does not involve direct contractual arrangements with, and payments by, the casino hotels to bus companies. Except for a small portion of this business arranged as direct charter service, the sole link between the bus companies and the casinos is the privilege granted to the bus lines to bring their buses to the casinos' doors, where the passengers will

receive from the casinos, coin, coupons, and other inducements to enter a casino hotel and become its patrons during a typical four- or six-hour stay in Atlantic City.

These minority-owned and operated bus firms complain they cannot get the so-called arrival slots that grant them permission to bring their buses to the casinos, that the casinos have established arbitrary conditions governing which companies they will do business with -- conditions relating, for example as you heard in prior testimony, to the amount of insurance a bus company may carry -- and that thereby they have been excluded from this lucrative commerce.

In February, 1984, the Commission, through its Division of Affirmative Action and Planning -- Mr. Jack Wood is on the Board of Directors of that Division, and he is present with me today -- proposed a separate voluntary agreement that would assure distribution of a fair share of casino hotel bus business to minority-owned and operated firms. This proposal was rejected, however, by those minority-owned and operated bus companies with which it was discussed on grounds that the industry-wide model, which I talked about previously, had not worked, and because they feared that agreeing to such a voluntary effort in the face of that history would undermine their ability to press for more direct requirements. Thus, no voluntary casino service industry bus agreement was proposed to the casino hotels.

In May, 1984, the Commission determined that the complaints were sufficient to require investigation and it asked the Division of Gaming Enforcement, the sister agency lodged in the Department of Law and Public Safety and empowered to investigate the New Jersey casino industry, to examine the charges of racial exclusion in this field.

In March, 1985, the Division reported back to the Commission. I believe that report was provided to this Committee about the same time it was received by the Commission. I will not describe it in detail here, but I should acknowledge that this is a very difficult area to investigate, particularly where it involves potential findings of civil rights' violations. The Division's report, as I found, and as I am sure you found in your review, presents an efficient description of the bus service industry, how it operates, and how it

relates to the casino hotels. The DGE found that less than 2% of the bus business with casino hotels was in the hands of minority-owned and operated companies.

The Division did not conclude that this represented clear and intentional racial discrimination nor, as others have, did it speculate further that any such discrimination was designed to discourage the minority public from traveling to and patronizing the casino hotels. The Commission members decided that such conclusions did not have to be drawn because the figures spoke for themselves. The Commission then decided to explore possible ways to eliminate the source and cause of the complaints -- the clear discrepancy in the minority share of bus business -- and to regularize the casino bus service industry.

As a first step, on May 1 of this year, the Commission authorized for publication in the New Jersey Register, what is called a regulatory pre-proposal in accordance with the requirements of the New Jersey Administrative Procedures Act. Once it is published in the June edition of the Register, the Commission will be able to conduct hearings on this proposal which outlines nearly a dozen possible areas of regulation. I have attached copies of the regulatory pre-proposal to my statement for your further review.

Additionally, the Commission asked its legal staff to draft legislation that would enable it to adopt goals in the field of minority and women enterprise opportunities, much as it has used its statutory authority to encourage equal employment opportunity in the casino hotels, with notable success.

The proposed legislation was endorsed unanimously by the Commission by a public vote on May 1, and has been transmitted to the Legislature, including the bipartisan leadership, this Committee and its Senate counterpart, the Assembly Committee on Independent Authorities and Commissions, and the Senate State Government Committee.

In sum, that legislation would empower the Commission to establish goals for casino service industry participation by minority- and female-owned and operated enterprises. It is contingent on the adoption of separate legislation to establish uniform statewide certification, and definitions and standards governing the

identification of minority- and female-owned and operated businesses. Here I echo the Mayor's indication this morning that separate legislation is probably needed, when you refer to it, Assemblyman. The Commission has neither the scope of authority nor, we feel, the expertise to develop such certifications on a statewide basis and, therefore, we recommend adoption of such a bill in conjunction with any legislation that would extend to the Commission the authority to establish a goals program for minority- and female-owned and operated casino service industries.

The Commission believes that such legislation will deal directly with fair minority participation in the casino bus service industry, since that business category would be incorporated with all others under such an extension of the equal opportunity mandate. In the meantime, of course, we would be going forward with our own hearings and possible -- indeed at this point I think probable -- regulatory proposals for how the bus industry will be managed.

Finally, the Commission notes prior adoption into law of similar equal opportunity provisions governing the investment of Casino Reinvestment Development Authority bond proceeds. This was a clear policy statement demonstrating that this proposal we make today on behalf of the Commission is fully in keeping with legislative intent concerning equal sharing in the economic opportunity offered by the establishment of casino gambling.

I guess in conclusion, Mr. Chairman, although this is not written in my statement, we would take Teddy Roosevelt's advice this time, and not Mr. Smith's.

ASSEMBLYMAN BRYANT: Commissioner, we appreciate your testimony and we appreciate the vigor with which the Casino Control Commission is moving in this area. I pledge that this Committee will move in conjunction with you. As you are probably aware, I am Vice Chairman of the Assembly Independent Authorities and Commissions Committee. We will be introducing a bill to deal with equal opportunity before the Commission, along with a Division bill, to make sure it is clear. I think we might get the marriage necessary to make sure that equal opportunity-- I appreciate your testimony today.

COMMISSIONER ZEITZ: Again, I appreciate the opportunity to appear before the Committee. Thank you on behalf of the Commission.

ASSEMBLYMAN BRYANT: At this time we are going to hear from Mr. David Gardner, Executive Vice President, Atlantic City Casino Association. Good morning, Mr. Gardner.

DAVID GARDNER: Good morning, Mr. Chairman. My name is David Gardner and I am Executive Vice President of the Atlantic City Casino Association. I am here to speak on behalf of the Atlantic City casinos on the minority bus operators issue. The Atlantic City casinos are concerned about the issue of the minority bus operators' ability to conduct business with the casino industry.

Initially it should be noted that the industry -- and this has already been mentioned by other speakers -- has a fine record for minority representation in its employment ranks. The numbers of minorities employed overall in the industry far exceed anyone's expectations or regulations. It should be noted that in the March 18, 1985 report by the Division of Gaming Enforcement, no intentional discrimination was found. The report is littered with allegations, suggestions, and told-you-so's, but no evidence of intentional discrimination was found.

Although not a determining factor for the issue at hand, the employment goals show the casinos' good-faith effort in their commitment to minority participation within this industry. This Committee must consider that fact when analyzing and determining solutions to the present issue. As you know, this issue has been discussed for the last several years. The casinos have attempted to resolve the problem in the past. One effort was through the Minority Entrepreneurship Development Corporation, MEDCO, which came forward with problems. This corporation was created to identify and qualify minority businesses. While the purpose was not financially supported by the casino industry, MEDCO has become suspect. Certain members of management have been indicted, and industry and the bus operators have also lost faith in this Corporation's ability to carry out its important purpose.

On Page 17 of the Division of Gaming Enforcement's report, it is recommended that the Commission "Seek the input of all concerned parties" with regard to minority bus operations. The Division recommended that investigative hearings be conducted pursuant to Section 66 of the Casino Control Act. The Division noted that full consideration must first be given to identifying the scope of the problems and the reasons for them, so that a solution can be ventured. The industry is in favor of such an approach which would determine and formulate goals that are realistic, attainable, and fair to all parties.

The industry remains strong in its position to provide minority participation for those who can provide a dependable service which is satisfactory to both our patrons and our industry. It must be stated that there is no present mechanism to determine the identity of minority bus operators or their qualifications to provide service. Such steps must be taken, and we join in support of the statewide certification bill, which we understand is pending. That would be extremely helpful.

It is naive to fail to consider the bus industry as an integral part of this process. Trailways, Greyhound, and other major bus companies have -- as the Division's report indicates -- for a long time dominated the bus industry. These companies have the wherewithal to provide superior service, which some smaller companies cannot provide.

In summary, the casino industry wishes to work with this Committee, the bus industry, the Legislature, and the Casino Control Commission to formulate realistic goals for minority bus operators. It is our hope that through some dialogue a workable solution can be ascertained as soon as possible, and that minority bus operators can hold their fair share of the market in the near future. We are opposed to any established set-aside that does not realistically reflect the state of the bus industry, quality of performance, insurance coverage types, and age of equipment.

Presently, there are business incubator programs being established by Atlantic City. These programs will provide the basis

for qualification, along with the statewide clearing house mentioned earlier, in and around the City. This should be a step forward in the overall issue of minority participation in the casino industry, as well as the more specific issue of minority bus operators' participation within the industry. The position of the casinos is that they will work with government and the bus operators as partners in order to increase participation of minority businesses. It is the duty of all these entities to devise solutions so we can have full access and participation for minority operators. Thank you.

ASSEMBLYMAN BRYANT: Mr. Gardner, we appreciate your testimony, but I would like to ask just a few questions. Can you tell me what the casino industry has done on its own to increase participation of minority bus operators?

MR. GARDNER: I think one of the operators will be speaking after me and he will outline some areas that they have accomplished. I can't tell you what other things have been done specifically in the past.

ASSEMBLYMAN BRYANT: Can you also provide me with information with regard to how the bus operations are run within the casinos?

MR. GARDNER: I think the Division of Gaming Enforcement's report was very extensive on how the program is run within each casino hotel. They are different. As you know, the programs have differed from year to year, from month to month, from week to week, and even from hour to hour. With respect to what is expected by each casino hotel, again, the Division's report states many of those things. I cannot tell you anymore than that.

ASSEMBLYMAN BRYANT: With minority bus operators, as well as other bus operators, the State of New Jersey qualifies them in terms of insurance, in terms of stock, and in terms of safety. Is it the position of the casinos that minority operators must have standards above those required by the State of New Jersey?

MR. GARDNER: I can't answer that; I don't know.

ASSEMBLYMAN BRYANT: Do you know whether, in fact, their standards are over and above those required by the State of New Jersey?

MR. GARDNER: I don't know that.

ASSEMBLYMAN BRYANT: Can you tell me who I would have to speak to to get that information?

MR. GARDNER: I would hope that this is the first of many hearings, or the first of many discussions. We would like -- and I apologize that there are not more here -- to bring other operators in to discuss those very specifics.

ASSEMBLYMAN BRYANT: Well, Mr. Gardner, I can't say right now, but we probably will have an additional hearing. However, we are not going to drag this out for 10 or 12 years while minority bus operators go out of business waiting to find out what the key is to obtain access.

MR. GARDNER: Nor would we suggest that you do that.

ASSEMBLYMAN BRYANT: I would assume that the industry, knowing that we are here in Atlantic City, would have sent-- I am quite disappointed that the industry did not send individual representatives from each one of their casinos, because it seems that what we are going to have today is generalities. We are not going to get to what the specifics are. If this is the way that industry thinks it can forestall the Legislature, they should know that they are misled. When one does not come to provide information, then one must deal with the information at hand. Therefore, I think you should take back to them that I think they made a calculated mistake by not attending this hearing, by not sending representatives to talk about the specifics of what they are requiring and the specifics of what they have done in terms of dealing with minority bus operators. Their complete ignoring of this Committee's hearing in Atlantic City does not bode well in terms of getting the task done.

The discussion stage has been going on for two or three years. As a practicing attorney, I understand how people take things and stretch them out for their own benefit. This was the day to start to get the information. You have given me many generalities about what they are doing in employment, but now we are talking about equal business opportunities. This is a whole different area. It is what we are concentrating on here today. We will probably have at least one more hearing. Hopefully, at that time, if they feel it is important to

them, the casinos will send the proper representatives in order that we may get the kind of information we can proceed with.

I do not have any further questions. I appreciate your coming. I guess maybe I shouldn't take out my venom on you as the Vice President, but I wish you would take this message back.

MR. GARDNER: I certainly will.

ASSEMBLYMAN BRYANT: Thank you. Now, after saying that, I guess I should be quite proud that the Vice President of Governmental Relations and Planning for Bally's Park Place has decided that this hearing is important enough for her to come. At this time, I would like to hear from Redenia Gilliam.

REDENIA C. GILLIAM: Assemblyman Bryant, ladies and gentlemen: I am Redenia Gilliam, Vice President of Governmental Relations and Planning for Bally's Park Place Casino Hotel. I have held this position for approximately seven years and one of the areas of my responsibility has to do with affirmative action within our hotel facility.

Accompanying me this morning are Mr. Patt Medchill, Vice President, and Mr. Allan Doerr, Bally's Charter Marketing Manager. We are making ourselves available in order to provide information for your consideration of the issue presently at hand. We appreciate this opportunity to address you concerning Bally's bus operations policies.

Our presentation will be threefold: First, an overview of Bally's charter marketing policies and requirements; second, a review of the participation by minority carriers in Bally's bus program; and, finally, our comments on the March 18, 1985 Division of Gaming Enforcement report concerning this issue.

Given recent public discussions concerning casino bus programs and minority participation, we would like to begin our presentation by making the following statements:

1. Race is not a factor in Bally's decisions to conduct business with bus operators and owners.

2. Bally's charter marketing policies are determined by market demand, industry competitiveness, and the ability to promote "new patron" markets, not by race.

3. Bally's does not design its bus programs to encourage participation by one ethnic group to the detriment of other ethnic groups. Notifications of special marketing programs and accompanying coupons are mailed to all operators on the same date. In short, no one bus operator is given preference over another.

4. Bally's recognizes the need to assist small bus companies and minority carriers in developing their markets. To this end, Bally's charter marketing staff has provided technical assistance to minority companies by helping them to identify market areas, reviewing proposed pick-up sites, commenting on advertisements, paying for advertisements in minority publications, and, accommodating specific arrival time requirements where possible.

Next I would like to address Bally's charter marketing policies. For your information, we have attached a copy of our requirements for participation in Bally's bus programs, i.e., line runs and charter runs. To clarify, line runs involve regularly scheduled transportation to and from a casino hotel along a specifically established route. Charter runs, on the other hand, involve transportation obtained by a private group or organization that requests a particular trip to a casino hotel. In both instances, promotional packages will vary, depending upon the time of year, market demands, competition within the casino industry, and space availability.

The information attached is used for both charter and line runs. The distinction is that applicants for line runs would also include a listing of the proposed pick-up stops, and a delineation of the route to be utilized to get to our facility. Proposals for line runs are reviewed by considering the following:

1. Will this "line" provide service from a new market area?
2. What is the degree of duplication, if any, with existing carriers, or present pick-up stops?
3. What is the expected arrival time? Can persons be reasonably accommodated, given intra-city traffic, staffing needs, and Bally's limit on coupons?
4. Is bus equipment reasonably clean, comfortable, and safe?

5. Can Bally's facility accommodate arrivals considering the time of year, special events scheduled for the hotel, and average time for unloading and loading passengers?

6. Will this "line run" provide customers for the casino hotel's off-peak hour needs?

Now I would like to address Bally's participation with minority carriers. Bally's Park Place Casino Hotel opened on December 29, 1979. Bus programs started in the spring of 1980, with large volume carriers being the first to take a chance on investing in Atlantic City line runs. Bally's was the third casino to receive a license. This time frame is important to note as it also requires the recognition that there was limited space availability relative to peak arrivals. Additionally, considerable pressure was placed on bus operators, both large and small, to compete for these limited spaces. As an aside, I would also like to mention that during this time frame, we also have to remember that with three casinos open, there were many people coming in off the streets, so we had concerns in terms of capacity. In the casinos at that time, we had to be careful with the actual counts on the casino floors. In short, large volume carriers with existing routes were able to more rapidly respond to passenger demands for service to Atlantic City casinos than smaller volume carriers.

As the number of casinos increased, however, Bally's has experienced more participation by minority carriers. For example, in April, 1983, minority carriers represented 2% of Bally's line operations, and 6.4% of its charter business, yielding an overall percentage of 1.2% in 1983. By June, 1984, Bally's minority participation was 23% of charters, and 2.4% of line runs, yielding a total of 5.5% of Bally's total bus operations. This trend toward increased minority bus operators' participation appears to be continuing into 1985. For the period January through April of this year, Bally's minority participation represented 17.5% of charters, 8.8% of line runs, and a total minority participation of 10.2%.

Bally's believes it is making more than a good-faith effort in its bus program. Previous experience in this program seemed to

indicate that minority carriers were more interested in booking charter groups than line runs. For smaller and new companies, this is understandable, for charters are more popular since they guarantee ridership from specific groups chartering the bus and minimize the possibility of not having a full bus. Line runs, on the other hand, may yield anywhere from no riders to a complete bus load. However, Bally's has experienced an increase in minority carriers opting to enter the line run market over the last year. For example, since May, 1984, Bally's has approved 17 new line runs. Of these, 41%, or seven, are minority owned. These seven companies are based in Baltimore, Maryland, Long Island, Queens, Chinatown, and Brooklyn, New York, Cape May, New Jersey, and Philadelphia, Pennsylvania.

The majority of these companies have been approved for line runs seven days a week, with each of them having the option of running more than one service each day. While Bally's extends the option of added runs per day, this decision is left to the individual operator and is clearly determined by his ability to market non-peak hour arrivals, that is, mid-afternoons and evenings. Operator staffing and their amount of equipment, that is, the number of buses, also enters into a bus company's decision to market multiple day runs. In short, Bally's does have a limit as to the number of peak arrival time slots that can be accommodated, but these are allocated on a "first-come, first-served" basis. It should be noted that the Division of Gaming Enforcement's report analyzed time slot arrivals from 10:00 a.m. to 6:00 p.m., when, in fact, Bally's accepts bus arrivals from 10:00 a.m. to 10:00 p.m. Additionally, we would like to note here that in the beginning of this year, and even looking into last year, we have, on a monthly basis, approximately 70% of arrival times that are not utilized. I think it is important to sectionalize out those buses that all want to arrive at the same time versus the times when the casino and staffing would be able to accommodate more ridership.

Now I would like to comment on the Division of Gaming Enforcement's report. The Division of Gaming Enforcement's report of March 18, 1985 "focused on allegations made by minority owned/operated bus companies that the casino bus programs were discriminatory and

operated in such a manner as to exclude them as a class." The DGE report clearly attempted to separate the notion of "intent" from that of market operations. As was noted earlier in this discussion, larger volume carriers were able to respond more rapidly to passenger demands for service to Atlantic City casinos. Bally's early experience with this issue demonstrated that minority carriers tended to request peak arrival slots that were filled and could not be expanded given the limited capacity of the casino hotel, intra-city traffic, and municipal and Atlantic County Transportation Authority regulations pertaining to traffic volume on Atlantic City streets. Still, Bally's assisted minority carriers in their desire to participate in its bus program. As an aside, individuals are present in the room to attest to that. On July 21, 1982, for example, one minority carrier requested the intervention of Bally's affirmative action officer, alleging racial discrimination. I instructed the affirmative action officer to meet with that carrier and, also, to review and tour the actual facilities of those buses. In a letter dated July 28, 1982, after conducting a meeting with the minority bus owner and Bally's charter marketing manager, Bally's affirmative action officer stated, in his letter back to that person: "It is noted that your company did, at one time, have scheduled bus service to Bally's; however, that service was discontinued because your company's equipment was deemed substandard and not conducive to the comfort of Bally's customers." I must also state that we had received complaints at that time. This company subsequently updated its equipment to comply with Bally's guidelines, but by that time another line carrier had been designated.

In April, 1983, another minority carrier requested line runs from Bally's, but specifically for weekends. Saturday and Sunday runs are easier to sell, but they are also the times when the casino is busiest. Subsequently, this company agreed to market evening arrivals on Wednesdays and Fridays. Recognizing that this was a new minority company and that it was beginning operations in February, that is, in the winter, allowances were made for the potential of low ridership.

As problems began to develop in terms of the approved arrival times, I initiated a meeting between myself, the minority carrier, and

representatives of MEDCO, the Minority Entrepreneurship Development Corporation. I also copied Mr. Jack Wood of the Casino Control Commission on all correspondence in order to keep him abreast of our progress on this issue. This company has continued to bring line runs and charter runs to our hotel since February, 1983. Bally's progress relative to minority participation in its bus program is evident from my previous remarks.

I would like to discuss a few points relative to the Division's report. First, Bally's does not have a policy that buses cannot be older than 1974. If they are reasonably clean and safe, they are welcomed. However, in one instance, a minority carrier was asked to update his equipment due to the poor condition of his coaches. This same statement has been made to non-minority carriers, but there is no policy as to age of equipment. Each company is reviewed on an individual basis. Further, charter bus companies do not have to have equipment of a certain age to participate in Bally's charter program. Selection of a charter bus service is totally the decision of the group paying for the charter.

Additionally, the Division of Gaming Enforcement report stated that bus companies must have both ICC and New Jersey DOT certificates. In fact, line run buses providing service in New Jersey only must have a New Jersey DOT certificate. Line run buses providing service from outside New Jersey must have an ICC certificate.

Next, as mentioned earlier, Bally's does not give preference for charter slots to line run operators over charter agents.

With reference to the opening and closing of books, as stated on Page 10 of the Division's report, reservations, that is, slot arrivals, are accepted when a special bonus package is determined by the Charter Marketing Department. All charter and line run agents are then mailed the notification package, and reservations are accepted for the period covered in the letter. The notifications are all mailed at the same time. Reservations are taken on a "first-come, first-served" basis. When the number of available slots for a given day are filled, that day is then closed for bonus arrivals; that means to receive the actual coupons. At Bally's, however, mid-week days are rarely closed,

although a particular time may be filled, e.g., noon, 12:30 p.m., or 1:00 p.m. Saturdays are typically filled four to six weeks in advance; therefore, if a bus company receives a last minute request for Saturday, they usually are not able to get a bonus arrival slot, but they can unload if space is available.

It is difficult to say exactly when a package letter will be mailed out. Bonus packages change frequently in response to market conditions, e.g., number of passengers arriving, casino revenue, competition, and seasonality. But, all notifications are mailed at the same time. I think this can be likened to people who have businesses who decide they are going to have sales in order to attract various people into their facilities. This is a similar situation.

Next, to correct Page 15 of the Division's report, Bally's does not allow advance bookings and/or advance notices of charter slots to line run carriers. Finally, while it has been stated that large carriers, such as Greyhound and Trailways, have a high percentage of line runs, this is due largely to their ability to provide several runs per day. This same opportunity is available to minority carriers. Further, it should be noted that several Trailways lines are independent franchises. At any rate, while Greyhound and Trailways are Bally's largest line run operators, they are not our largest charter operators. It appears from our experience, that charter runs may be more profitable for minority companies just starting out in this market. If such is the case, we will continue to welcome their participation in Bally's charter program, as evidenced by their increase from 6.4% in 1983 to 17.5% in 1985, and we look forward to their expansion to line runs as their business capabilities increase in the future.

We thank you for this opportunity to explain Bally's bus programs relative to minority carrier participation. Bally's has a six-year history of attempting to incorporate minorities in its operations in terms of employment opportunities, as well as in its purchase of goods and services.

We feel that our statistics indicate our commitment to conduct business with all persons, regardless of ethnic background.

Clearly, there are those minority carriers in attendance today who can attest to Bally's assistance in helping them to prepare proposals for consideration in our program. This technical assistance is available not only to minorities, but to all bus owners. Bally's charter marketing staff has taken the time to tour proposed sites and stops, as well as market areas. One has only to stand at our bus entrance on Park Place and observe our arriving bus patrons to come to an empirical conclusion that Bally's clearly welcomes all people to its facility. Minority patron representation is obvious. Bally's will continue to welcome minority carriers, as well as minority patrons and guests, to its facility. I also feel it is important to note that minority carriers do not service only minority people. They also bring in people who are non-minority. I don't think the issue we are dealing with here is color, unless that color is green. Our primary concern is not race, but dependable and courteous service to our guests and patrons. We demand this of ourselves, our management, our employees, and our service providers, be they minority or non-minority.

At this time, Mr. Chairman, I have Mr. Patt Medchill, Vice President in charge of our Charter Marketing, and Mr. Allan Doerr, who is our Charter Marketing Manager, if you have questions. Thank you.

ASSEMBLYMAN BRYANT: Thank you, Ms. Gilliam. It would appear from your report that Bally's might be upholding the other end. If we only had 2% industry-wide and in 1984 you had 5.5%, it seems that you may be making the statistics look better for the total industry.

I do have a few questions for your marketing people. How often are buses examined and determined to be either in good shape or bad shape?

PATT MEDCHILL: On line runs, it is usually at the initial start of the program.

ASSEMBLYMAN BRYANT: They are not done yearly?

MR. MEDCHILL: No.

ASSEMBLYMAN BRYANT: Okay, how about on charters?

MR. MEDCHILL: On charters there are no requirements for buses.

ASSEMBLYMAN BRYANT: How about insurance? What is the requirement on insurance? Is it standard, or does it fluctuate?

ALLAN J. DOERR: It is the minimum that the State and the ICC would require.

ASSEMBLYMAN BRYANT: On the date of your bonus slots, how are they actually handled? The reason I feel some confusion about that -- let me explain. I guess I have been in business long enough. If I have five or six people actually giving out bonus slots, or mailing those out, even though it seems that everyone gets them at the same time, if I happen to have a connection inside, I will know before everyone else knows. I mean, are they done by computer so that it is--

MR. MEDCHILL: (interrupting) It's done by computer. It can all be checked and verified.

ASSEMBLYMAN BRYANT: All done by computer, as opposed to individuals actually sending out the bonuses?

MR. MEDCHILL: That is correct.

ASSEMBLYMAN BRYANT: Okay. I understand from some of the bus operators that one problem that seems to exist is-- Does the bonus mean when you come back again? In other words--

MR. MEDCHILL: (interrupting) A deferred coupon?

ASSEMBLYMAN BRYANT: Yes, a deferred coupon. Say a deferred coupon is for 30 days and then, all of a sudden, you can't get a slot within those 30 days, so you cannot use the deferred coupon. Is your system geared to the point where if you are offering the initial bus carrier an opportunity to come in, he or she also ends up getting a preferred date within that 30 days?

MR. MEDCHILL: Well, we don't run a deferred on the weekend, on Saturday, which stops most of that problem. Theoretically, it could happen. I don't know of any cases of it happening at our place, but it could happen if someone came in on a Friday night; it is possible. However, over 70% of our available slots are not used during the month. Obviously, Saturdays are great problems for us when most people want to come into the casinos.

ASSEMBLYMAN BRYANT: I guess your peaks are Saturdays and Sundays, or Fridays, Saturdays, and Sundays.

MR. MEDCHILL: Friday nights, Saturdays, and Sunday days.

ASSEMBLYMAN BRYANT: What percentage of minority bus drivers get those slots?

MR. MEDCHILL: Well, it's first-come, first-served. We would have to go back and look at the actual records. But whoever calls in first gets the slot. Everyone is notified at the same time.

ASSEMBLYMAN BRYANT: Are those calls taken by computer, or are they taken personally?

MR. MEDCHILL: Those calls are taken personally.

ASSEMBLYMAN BRYANT: So, how do you verify if I call in first? My problem is, if I am a bus driver and I call in, and I say, "Yes, I spoke to Janet," or whomever, if she doesn't record it, I've lost my slot. It would seem that with the sophistication of computers, there could be a system developed that as these calls come in they could be automatically recorded.

MR. DOERR: We do have a computer system. When the reservationist takes the information from the bus company, it is immediately put into the computer. It keeps a record of the date we took the booking, what Bally employee took the booking, the group name, and the carrier.

ASSEMBLYMAN BRYANT: But, there is no random check by your particular casino in terms of whether, in fact, that report by your employee is a true report?

MR. DOERR: Unless the carrier calls back and makes a complaint.

MR. MEDCHILL: Which we have not had.

ASSEMBLYMAN BRYANT: Do you know exactly what your insurance requirements are on either line or charter?

MR. DOERR: The ICC was requiring a \$1 million liability, which I understand is scheduled--

ASSEMBLYMAN BRYANT: (interrupting) That's on line?

MR. DOERR: Pardon?

ASSEMBLYMAN BRYANT: That's on line?

MR. DOERR: Line or charter. I understand this is scheduled to be increased. As long as they meet the minimum of what the State requires, or the ICC, that is fine for us. We do not require any additional insurance.

ASSEMBLYMAN BRYANT: Assume I am a charter in this State; one can be licensed in the State without ICC licensing.

MR. DOERR: Right.

ASSEMBLYMAN BRYANT: So, if they meet DOT's requirement, then they meet the requirements of your casino.

MR. DOERR: We do not require any additional insurance.

ASSEMBLYMAN BRYANT: Thank you for your testimony. We appreciate it.

I am going to take a five-minute break. Since I am the only Committee member here, if you don't mind I will take five minutes; then we will get into the bus operators. This seems to be a good place to take a break.

(RECESS)

AFTER RECESS

ASSEMBLYMAN BRYANT: I am ready to start again because I know a lot of you have busy schedules. I failed to call Fred Gushin, Supervising Attorney, Operations Section, Division of Gaming Enforcement; it was my oversight. So, Mr. Gushin, will you please come up to the witness table now, and please excuse my oversight?

FREDRIC GUSHIN: Good morning, Assemblyman Bryant. My name is Fredric Gushin. I am a Deputy Attorney General assigned to the Division of Gaming Enforcement. I serve in the position of Supervising Attorney for Casino Operations. With me today are Deputy Attorney General Katherine Smith and Senior Agent Richard Woodard.

The Division appreciates the opportunity to address this Committee to set forth the concerns of this office on the important issue of minority participation in the casino bus industry. The Division's interest and concern in this matter has extended back to 1983, when we first became aware of this issue by virtue of complaints filed by some minority bus owners with the Casino Control Commission. Since that time, we have conducted a preliminary study of the situation and, subsequently, a more thorough investigation into this area, and we have joined with the Casino Control Commission in recommending statutory changes to the Casino Control Act generally concerning minority businesses and in proposing regulations particularly addressing the bus industry in Atlantic City.

There is little doubt that the concerns voiced by the minority bus operators and minority-owned bus companies in their efforts to secure business with various casino licensees in Atlantic City constitute a valid problem. Also, there is no doubt that these problems must be addressed and resolved with the participation and concerted efforts of not only the Casino Control Commission, the Division of Gaming Enforcement, the State Legislature, and minority bus operators, but also, and probably most importantly, by the casino industry itself.

It is important to recognize that up until this point in time, this area has not been regulated at all by the casino regulators. As I noted, the Division previously conducted an investigation into this matter. On March 18 of this year, as several speakers have alluded to, the Division filed a report concerning its investigation of the minority bus practices within the casino gaming industry with the Casino Control Commission. The Division's report, which has been shared with members of the Assembly, has served as a catalyst to focus this issue and provide a backdrop for further regulatory and statutory action.

I would like to briefly review the results of the Division's findings in this area. The Division's investigation was conducted over a period of 19 months and entailed two phases: First, an initial preliminary inquiry was undertaken to ascertain generally the level of minority participation in the provision of bus service to the Atlantic City casino hotels. Second, a more in-depth investigation into the actual procedures followed by each of the casino bus program departments was also undertaken. In conducting the initial inquiry and the more in-depth investigation, the Division expended considerable resources and efforts. Specifically, by way of interviews of casino personnel and minority bus operators, and by a review of relevant business files, the Division sought and obtained information regarding: (a) the organizational structure of each casino's bus program department; (b) the identity of bus companies which provided service to the casino hotel facilities; (c) the number of bus slots available for both line run and charter service; and (d), the requirements and

procedures that a bus company must satisfy in order to obtain both line run service and charter service slots from each casino licensee.

As a result of our initial inquiry, the Division ascertained that minority bus companies provided, at most, in 1983, less than 2% of all bus services which obtained bus slots and promotional packages at Atlantic City casinos. While this percentage of participation appeared to be extremely low, it was determined that that figure alone constituted insufficient evidence upon which to base formal complaints against casino licensees. However, in the absence of any affirmative requirements in the statutes or regulations with respect to minority involvement in casino bus programs, as well as the lack of any concerted efforts by casino licensees to voluntarily address the fact of minority under-representation, we posited that it was unlikely that minority bus operators would be able to increase their participation in this area to any appreciable degree.

The Division's more in-depth investigation during 1984 confirmed that dire prediction. Specifically, we found that the percentage of minority participation in the provision of bus service to the casinos increased from approximately 1.8% in 1983 to approximately 2.5% in the period which we observed in 1984. This .7% increase tends to support the claim that minority bus operators are not participating in the casino bus programs to any significant degree.

The Division's investigation revealed several causal factors which help to explain this continued low percentage of minority participation. Most significant among these are the following four:

(1) There is a finite number of available bus slots and those filled already strain the infrastructure of Atlantic City;

(2) Casino management policies regarding the filling or booking of slots tend to favor bus companies with large fleets and established line run service to the casino hotel facilities; and,

(3) Casino management policies in approving or disapproving line runs and in accepting or rejecting the reservation of charter slots are not uniform among the various houses and, most importantly, are subjectively based. The criteria used by casino licensees are subjective and can be readily applied to the disadvantage of minority

bus owners whose business experience may be limited in comparison to that of majority-owned bus companies, or those whose proposed line runs would emanate from an economically depressed area.

The fourth significant factor which has caused much concern is that large majority-owned bus companies have a virtual monopoly over the available geographical districts for line run service and a near monopoly over slots for charter service. In most casinos, the procedure followed is one that awards the first choice of charter bus slots to bus companies that already have line run service to the casino.

In our opinion, all of these factors have combined to adversely affect the participation of minority bus owners in the casino gaming industry.

In addition to the filing of our report, the Division has gone further in attempting to understand and resolve this problem. We have been working with the Casino Control Commission in a joint task force to establish a plan of action to address the concerns raised in our report. In response to the Commission's Notice of Rule Making hearing, we are in the process of drafting regulations which would govern the conduct of business between casino licensees and bus companies serving their casino hotel facilities. Our proposal would, for the first time, establish objective criteria for the awarding of line run and charter bus service by casino licensees. In this way, should a casino licensee deviate from approved procedures, it would be possible to build a case of discrimination against the casino licensee. In the present setting where there is no table of organization, no objective criteria, and little documentation to support the decisions made in this area, it is extremely difficult, if not impossible, to build a case of discrimination against any casino licensee. Moreover, the Division has recognized that the sale of bus slots from one bus company to another bus company is extremely prejudicial to minority bus owners, and we are recommending that that practice be terminated.

At its May 1, 1985 meeting, the Casino Control Commission voted to hold a pre-proposal hearing to discuss regulation of the bus

industry and to afford all interested parties the opportunity to voice their concerns in this area. Furthermore, at the rule-making hearing, we anticipate serious consideration will be given to whether a certain percentage of available bus slots at each casino hotel should be set aside for the use of minority-owned or operated bus companies which can otherwise meet the objective criteria for line run service.

I can assure you that the Division will take an active role in this hearing and will press for the adoption of regulations along the guidelines I have discussed here today. Moreover, the Division has joined with the Casino Control Commission in recommending specific legislative changes to the Casino Control Act in the area of minority and women's business participation in the casino gaming industry, for we must keep in mind that the problems transcend the bus industry and affect all minority entrepreneurs attempting to do business with the casino gaming industry. It is our position that through a statutory amendment to the Casino Control Act, only then will minority entrepreneurs fully participate in this industry. The overall record of the casino industry as it relates to the participation of minority entrepreneurs is wanting. This is so despite voluntary agreements to secure a certain percentage of ancillary business for minority entrepreneurs. In our view, it is clear that the proposed legislation and regulation of this area is necessary if the goal of minority participation is to be achieved.

I want to emphasize one last point. The casino industry itself must accept responsibility in this matter. Government can and should take the lead in this area to provide a statutory and regulatory basis on which the casino gaming industry must act.

Assemblyman Bryant, I can assure you that the Division of Gaming Enforcement stands ready to enforce any statutory amendments to the Casino Control Act that the Legislature enacts, and any regulations that the Casino Control Commission adopts.

I thank you for the opportunity to appear here today.

ASSEMBLYMAN BRYANT: We appreciate your testimony, but there is one area I would like to ask you about -- the sale of bus slots. Could you give me some more information on how that works?

MR. GUSHIN: Apparently, as you probably know, casinos award bus slots and there is no cost associated with that. There is no contract entered between the casino on the one hand and the bus company on the other. Thereafter, once a company is awarded a slot and they determine that they will not run service to that slot, a practice has developed -- we are not exactly sure how widespread it is, but it exists to a fairly formidable extent -- whereby that bus company that does not use the slot will attempt to sell the slot to another company.

Now, the bus company which originally had the slot received the slot at no cost.. We feel it is almost unconscionable that they are selling something they received for nothing to a third party. We feel that the practice should be terminated.

ASSEMBLYMAN BRYANT: Thank you. At this time, we are going to hear from Mr. Leslie Pinkett, President, Pinkett's Shore Line, Inc. Mr. Pinkett is accompanied by Mr. Robert Campbell.

ROBERT CAMPBELL: Thank you, Mr. Chairman. My name is Robert Campbell. I am an attorney from Washington, D.C.; I am with the law firm of Donovan, Leisure, Newton, & Irvine. I am counsel for the Atlantic City Bus Operators Association. With me today is Mr. Leslie Pinkett, President of Pinkett's Shore Line, Inc. He is a member of the ACBOA Association, and he has a statement he would like to present for the record this morning. Also, he would like to make some additional comments.

LESLIE PINKETT: Chairman Bryant, my name is Leslie Pinkett. I am a member of ACBOA, the Atlantic City Bus Operators Association. I am also the President of Pinkett's Shore Line, Inc. and Shore Line Tours, Inc., respectively.

On behalf of the membership of ACBOA, please accept our appreciation for this opportunity to present our views on the issue of minority carrier participation in the bus industry serving the Atlantic City casinos.

ACBOA is a nonprofit trade association of over 80 bus companies and affiliated non-carriers. Members of the bus industry may properly enjoy substantial credit and recognition for contributing to the acknowledged success of the Atlantic City casinos, the world's

largest single bus destination area. Approximately 85% of the motor bus companies bringing tourists and casino patrons to Atlantic City are ACBOA members.

I would like to say at this time -- I think I have read enough of my statement -- that I have been dealing with the casinos in Atlantic City ever since Resorts International first started its operation.

ASSEMBLYMAN BRYANT: One second. Would you like your written testimony to be part of the record?

MR. PINKETT: Yes, sir, please.

ASSEMBLYMAN BRYANT (addressing hearing reporters): Make sure Mr. Pinkett's statement is made part of the record.

MR. PINKETT: At that time, I knew that operations were going to begin for the buses. I was not that familiar with it, so I did some leg work and made some inquiries, and I finally got to the source. I met with a gentleman by the name of Mr. Jerry Barber. Mr. Barber was very helpful. He just about walked me through all aspects of going into the bus industry as far as Atlantic City was concerned.

At that time, my company had nine buses; now we have 22. I contributed just about 90% of those to Atlantic City. We have had no problems whatsoever with the casinos in Atlantic City. They have been very helpful to our company. I have found that all you really have to do with the casinos in Atlantic City is have some dialogue, meet the people. Sit down and find out what they want and what their needs are. By doing this, I have had no problem whatsoever. I have the same problem that any other bus company has; that is, for Saturdays and Sundays, you are not going to call on Wednesday and get a slot. For Saturday and Sunday, you are not going to call up 30 days ahead and get a slot, unless there has been a rash of cancellations. The space just isn't there. The City does not want that much traffic, so they have those rules and regulations to follow also.

I have taken the initiative with my staff to combat this. What we have done is, we let the groups we bring -- both black and white -- know that if they want a Saturday, because they are working people, they are going to have to prepare ahead. They are going to

have to let us know. We will put them on our books, and as soon as the casinos are taking available slots, we will call in. It is a very, very exasperating situation, I admit, but that is just the way it is, for everyone.

Since I have been dealing with the casinos in Atlantic City -- I deal with all of them now -- I have never, Assemblyman Bryant, never been asked what type of group we were bringing in. I have never been asked that. I am a little upset and outraged that such a cloud of prejudice is being put over the casinos. There are all sorts of people who work at the casinos -- all sorts of people -- and I just can't believe that this is being done. I know there are problems, and there are a lot of bus companies that are new to the industry. I think that the newness, with the frustration of not being able to get what you want, has brought this to a head. I think it is good that it has come to a head, but to regulate and re-regulate when our President is trying to deregulate, to me is something that we just don't need at this time. What we do need is for carriers to have some type of education, if you will, about how to go about booking into the casinos, how to get available slots at the casinos, and what the casinos are looking for. They are an industry; they are not a charity. They are not here just to dish out money for people to come down. They are here as a business, a very lucrative business.

If you are a carrier, what do you have to offer the casinos? If you are bringing them good people, if you can show them you are coming from an area with good people who are potential gamblers, and so forth, because this is what they want, this is their business, I cannot believe that the casinos would turn you away. There is a constant hunger for people. If you are a carrier who only wants to come prime time, say, Saturday afternoon, you are going to get turned away if you are not very careful. But, what casino wants to lose a good bus company which is coming in here two or three times a week on their off days? If he happens to have a group that wants to come on a Saturday, the casino will bend over backwards to get him in there if they can, if it is at all possible.

After looking at a lot of the statements and so forth that people have presented, I would like to say that when you have a situation like we have in Atlantic City, there are a lot of people who, for one reason or another, want to start with regulations right away -- just regulate, demand, put in, take out. Well, I don't think this is really necessary. I do think that dialogue is necessary. I do think that the casinos should meet with the minority bus operators, and I do think that the minority bus operators need to clean up their act some. We have a lot of minority operators who jumped into the business because of deregulation. Their equipment is substandard, and they know it. Some of them are sitting right here. The casinos ask for quality service. I have invested \$2.5 million to get into the casinos to do what they want done. I am not having any problems whatsoever. Now, everyone can't do that, but they can get decent equipment. I did not always have this quality equipment, but when I had older equipment, I made sure that that equipment was at such a standard that it would have been ridiculous for the casinos to turn it down.

I'm a little off the cuff here because the gentleman couldn't write a statement to tell you what I think you want to hear. I would like to see more black operators in Atlantic City, but I think it's time for us, as black people, to realize you can't always use that cry. Look at your own act first. What are you doing? A lot of you were not in business-- You have only been in business for six months. Greyhound and Trailways have been around a long, long time, and I imagine the dog may bury us all. But, if you are going to compete with these people, you have to have something to offer. This is where we are all coming from. It's coming down to the bottom line. We have to provide something.

Now, if there is any prejudice -- I don't know of any, but I am not going to say there isn't any -- then what needs to be done-- There are proper laws under the Constitution of the United States to bring that particular casino to task. Bring that casino to task. If there is a case, bring it to task. We don't have to have special regulations to regulate laws we already have.

I am open to any questions you might have concerning this. I will explain our operation a little bit. We have nine runs a day into Atlantic City. I worked so hard in the beginning to make sure that our service was the type the casinos wanted that now the casinos call me. I have a record of no less than 13 phone calls, from a gentleman who is right in this room, concerning his new property. He wants me, and I am proud of that fact. Whether I will serve him or not, I don't know, but he wants my service.

I have never seen any type of prejudice or discrimination against our company, none whatsoever, since I have been coming to Atlantic City. That is why it sort of bothers me a little bit. I think that some of the fellows feel this way because they don't really know the people. They don't know the people. If they knew the people, if they took the time to meet with the people, and talk to them, not by phone, but face to face, eyeball to eyeball, they would find that some of the young ladies who are handling these departments wouldn't have the heart to discriminate. They wouldn't have the heart.

ASSEMBLYMAN BRYANT: Where do you operate from?

MR. PINKETT: From the entire State of Delaware and the eastern shore of Maryland.

ASSEMBLYMAN BRYANT: And you're saying that-- Can you explain why only 2% of the bus operators are minority operators?

MR. PINKETT: The only explanation I would have for that, sir, would be because a lot of the bus operators, especially the black operators, were not that interested earlier. Now, what's happening is, they are running into a lot of opposition because other companies have established the groundwork. They are providing the service already. I see a problem in the change that is coming about, because there are more casinos going to open up. As casinos open up, they are going to need more people. There are only so many bus companies available.

ASSEMBLYMAN BRYANT: Can you also explain to me, regarding minority bus operators, when you say we do not need regulations-- I see that in your written statement you say the way that you got into the business was, you were personally contacted by Resorts International. Do you know whether that is something that is standard

in the industry? Do casinos go out to get minority bus operators, or do you think that was just something that happened individually to yourself?

MR. PINKETT: I can't say the word "minority." I know they contact operators. They contacted me as an operator. I don't think Mr. Barber knew whether I was black or white. He never seemed to care.

ASSEMBLYMAN BRYANT: You say you don't think there is a need for regulations. Do you think you might be getting special treatment? Are you the only one?

MR. PINKETT: Oh, no, sir. I think if anything, I would have probably been the easiest to screen out, since I was the first black operator to start in Atlantic City. I think if this was going to be a closed-house situation, that was the time to do it. It would certainly be more difficult to do it now.

ASSEMBLYMAN BRYANT: Let me ask you another question. Have you seen non-minority businesses or bus operators grow during the time you have been here?

MR. PINKETT: Yes, sir, I have.

ASSEMBLYMAN BRYANT: Have you seen the same proportion of minorities growing?

MR. PINKETT: Of course, there are a lot of bus companies I don't know about. There are a lot of bus companies out of New Jersey and out of the New York area. I see the buses; I know some of the names, but you don't know who owns what. However, I can say that out of my area, Thomas Motor Tours has grown very nicely. He is into Golden Nugget and, also, he just opened a run with service into the Claridge, with no problem. I know that the Metropolitan out of Richmond has a very, very nice setup into the Tropicana, with an overnight built into their package. I also know there is a bus company in my area that is doing quite well at the Claridge -- the Benny Smith Bus Line. I know because he has a lot of my charters now. So, there are bus companies which have done their homework and have come in without a lot of problems.

ASSEMBLYMAN BRYANT: If I told you there was a bus company in New Jersey which has been in business for over 30 years, which is

probably one of the most substantial companies in this State, and which has not gained the kind of access you have gained, would you be surprised?

MR. PINKETT: I really would not be surprised at anything because I don't know who you are talking about. I don't know what the problem is; I don't know what he has to offer; I don't know what types of demands the casinos are putting on him; and, I don't know what he expects of the casinos. If I knew these things, I could probably comment for you, but I don't know who we are talking about.

ASSEMBLYMAN BRYANT: Do you think the casinos should have the right to have standards that are higher than those required by the State or the ICC?

MR. PINKETT: Well, I think as far as insurance is concerned, they were a little high in the beginning. I understand because I screamed like everyone else screamed when they told me I had to have \$5 million worth of insurance. But, after I had my first lawsuit from a lady who fell off the bus -- she claimed \$4.3 million -- I was quite thankful to the casinos.

ASSEMBLYMAN BRYANT: My question is, do you think they should have the right to have standards which are higher than the ICC or the State of New Jersey?

MR. PINKETT: It depends on what area you are talking about as far as standards are concerned. Are you talking about insurance?

ASSEMBLYMAN BRYANT: Yes, insurance, and also the safety of the equipment.

MR. PINKETT: I think they have a right to protect themselves. You see, when we are dealing with a casino, we are an extension of that casino because of the packages they are giving out. On my policy it states, "Additionally insured," so really the casinos are protecting themselves, as well as me. They have a right to protect themselves, and I think this is why they set it so high.

ASSEMBLYMAN BRYANT: So, you don't think there should be regulation. They could go to \$25 million if they thought that was what they needed to protect themselves. There should be no standard throughout the industry?

MR. PINKETT: I think what you are going to do there-- I couldn't agree on that, of course, but I would like to make a comment on it. I think if they are going to get to the point, with the cost of insurance today, where they are going to hike the costs of coming into the casino by placing their policy premiums, and so forth, out of reach for a lot of carriers, they are going to cut off their noses to spite their faces. There are going to be a lot of carriers who will say, "Well, I won't bother with the casino runs. I'll take the high schools and so forth again, where I will pay less of a premium."

ASSEMBLYMAN BRYANT: Do you find that the insurance required by each of the casinos is standard?

MR. PINKETT: Yes, it is.

ASSEMBLYMAN BRYANT: Everyone has the same requirement?

MR. PINKETT: Each one I have dealt with has been the same.

ASSEMBLYMAN BRYANT: How many do you deal with?

MR. PINKETT: Right now I am dealing with all of them. As far as I can remember, all of them are \$5 million now. That is not out of reason because the ICC is going to require that next year anyway.

ASSEMBLYMAN BRYANT: If the casinos decide next year to go to \$10 million after the ICC goes to \$5 million, do you think that would be justified?

MR. PINKETT: I think if they went to \$10 million, the casinos would have to find another supply of people because a lot of bus companies would not supply them.

ASSEMBLYMAN BRYANT: You said you were the first minority bus operator to enter Atlantic City.

MR. PINKETT: No, I said I was the first minority bus operator to sign a contract with a casino for a daily line run service.

ASSEMBLYMAN BRYANT: For a daily line run service?

MR. PINKETT: And charter, yes.

ASSEMBLYMAN BRYANT: Have you been contacted by other casinos?

MR. PINKETT: Yes, I have.

ASSEMBLYMAN BRYANT: Who did you sign with first?

MR. PINKETT: Resorts International.

ASSEMBLYMAN BRYANT: You said you have seen the bus industry grow since you have been here. How long have you been here?

MR. PINKETT: Well, our company has been in business for 47 years.

ASSEMBLYMAN BRYANT: I'm talking about doing business in Atlantic City.

MR. PINKETT: I have been doing business in Atlantic City -- just with the casinos?

ASSEMBLYMAN BRYANT: Yes, with the casinos.

MR. PINKETT: Okay. I started with Resorts International about six months after they opened.

ASSEMBLYMAN BRYANT: Now, you've seen the bus operation increase as casinos went on line.

MR. PINKETT: Yes, I have.

ASSEMBLYMAN BRYANT: Do you think it is rational that as it increased, minority operators should have increased at the same rate, or at least at a proportionate rate compared to the majority operators?

MR. PINKETT: Well, I could say that. I could say it is still a situation call, because we also operate 60 tours a year to Disney World. The percentage of black companies that go into Disney World is very small. I don't know if we should regulate Disney World also and tell them, "You have to get more black operators in here." I don't know if we should do that or not.

ASSEMBLYMAN BRYANT: Then maybe you don't understand that the casinos are constitutional members of the State of New Jersey. They only work here through the privilege of a license, which is something we hold dear. There are public policies in this State that you will have equal employment and equal economic opportunity. Does that make a difference in terms of your view of what we believe in this State should happen in all industries we regulate?

MR. PINKETT: I think it is a very fair policy, and a necessary one, but I also believe--

ASSEMBLYMAN BRYANT: (interrupting) I should interject just so you will understand, I was the first business ever to be in a casino, the Lucky Elephant in Resorts International. I didn't think

their treatment and the treatment of the other companies contacting me necessarily showed any kind of discrimination. I actually just went to talk to different people. However, that opportunity should be available to all minorities, not just myself. I understand your situation is not much different. As we opened up the Lucky Elephant in Resorts International, I was sought out to do other things. That was not increasing the number of minority entrepreneurs in Atlantic City; that was really dealing with the same source. I had a problem with the fact that they did not seek other people to do the same kinds of things in the Atlantic City economy.

MR. CAMPBELL: Mr. Chairman, in response to one of your earlier questions, I would like to add one thing, if I may. You asked about the relative increase. In the early days of the casinos, primarily we had the large well-established carriers which initiated bus service. You're asking about the comparative increase in minority carriers during that period of time.

It is not a simple question; there is no simple answer. Back in 1976, 1978, and so on, the Interstate Commerce Commission for interstate bus service was still regulating passenger service quite strictly. It was the Bus Regulatory Reform Act of 1982, passed by the Federal Congress, that substantially eased the entry requirements and the entry process for new carriers which, in this instance, would be primarily minority carriers seeking to enter the interstate transportation business.

So, as we heard this morning from the testimony of representatives of Bally's, in recent years -- 1983, 1984, and even into 1985 -- they have had tremendous improvement in the percentage of minority carriers. I do not think it is a mere coincidence that that follows very closely upon the implementation of the Bus Regulatory Reform Act in 1982. Therefore, since the early days of 1976 and 1978, you had the larger well-established carriers with the existing necessary operating authority; now you have a much more free market in terms of governmental requirements to operate. I think minority carriers have much more access, and we have the statistics as presented by Bally's to demonstrate that that is improving.

ASSEMBLYMAN BRYANT: Let me tell you, from what Bally's said, Bally's is the exception, not the rule.

MR. CAMPBELL: I believe you said that, Mr. Chairman. Bally's is doing quite well.

ASSEMBLYMAN BRYANT: Did you listen to Mr. Gushin's testimony about 2% and 1.8% in 1983, and 2.5% as of sometime in 1985? It does not seem that there has been a tremendous increase industrywide. If Bally's is somewhere around 5.5%, it would seem they are taking up the slack for everyone else. It is interesting to me that the other casinos -- we have what, eight other operating casinos? -- did not appear to give their major statistics if this trend is so great.

It seems to fly in the face that this open access-- It still has nothing to do with what happened with intrastate travel, where ICC was not needed. These are things happening within the State of New Jersey where we have operators. All during the time from when Resorts opened until now when we have nine operators--

MR. CAMPBELL: (interrupting) In the State of New Jersey, you have a similar regulatory system requiring operating licenses to travel over intrastate routes. The Bus Regulatory Reform Act of 1982 also affected, to some extent, the intrastate licensing operations, so that even that process is now more free than it had been.

ASSEMBLYMAN BRYANT: So, you're telling me that I should see a tremendous increase between 1982 and 1984.

MR. CAMPBELL: Well, the statute was not made effective until mid to late 1982. Naturally, there were implementing regulations of the Interstate Commerce Commission which had to be developed, rule makings, and so on, so it was not until well into 1983 that you could start looking for improvement. Naturally, the information dissemination process had to take place. Minority carriers had to be educated regarding potential entrance into the market, as Mr. Pinkett has pointed out, and I think that process is now underway.

ASSEMBLYMAN BRYANT: Who's doing that? I would like to have a clear understanding of who is doing the education.

MR. CAMPBELL: Well, there is one example. The Interstate Commerce Commission has numerous field offices and regional offices

around the country. There is a small business office, a minority business office, within the Commission, and any person may call to seek information about how they may become authorized to perform passenger operations. It has been my experience, as an attorney, that it is almost too easy now for people to go in and get operating authority. I don't have as many calls as I used to. They call the Commission, the Commission helps them, and they get their operating authority.

I do not think that process will be the total answer, but it is a benefit which you must keep in mind. The regulatory entry to the market is now much easier than it used to be. We look for significant improvement because of that.

ASSEMBLYMAN BRYANT: So, you're saying that this Committee will find that there is approximately 2.2% or 2.3% participation, and that we should wait and let the market forces take care of it themselves in terms of access to casinos. Would that be your position?

MR. CAMPBELL: As Mr. Pinkett has pointed out, the dialogue is very important. I think -- as he stated quite well in his written presentation, and orally -- if an operator, whether black, white, or female, comes to Atlantic City, goes to the casinos, talks to the people, explains what he or she has to offer, and demonstrates that he has a quality product, I think he is going to do quite well. Mr. Pinkett is a prime example of that.

ASSEMBLYMAN BRYANT: Do you know of a procedure or a system within the casinos that allows operators to talk to the individuals who are going to make the decisions?

MR. CAMPBELL: I think they can call information on the telephone and get the name and phone number of the bus manager for each casino, and then call each office.

ASSEMBLYMAN BRYANT: They are the people who are in the position to make the decisions as to whether, in fact, you are accepted as a charter or line run?

MR. CAMPBELL: It is my understanding that the manager of bus operations at each casino is authorized and has the authority to deal with the motor carrier industry and obtain the service he needs to bring patrons to his or her casino.

ASSEMBLYMAN BRYANT: It is at his or her sole discretion?

MR. CAMPBELL: Mr. Pinkett, have you had any experience other than that?

MR. PINKETT: Yes. Mr. Chairman--

ASSEMBLYMAN BRYANT: (interrupting) He was contacted by them. I am talking about those who are trying to make contact.

MR. CAMPBELL: He's talking about who has authority.

MR. PINKETT: What I found to be a help-- ACBOA itself would be a help. A lot of the operators do not belong to ACBOA. At ACBOA meetings, they can meet these people one on one, face to face, because the casinos belong to ACBOA; they are members of it. The people in the bus programs are there, and it is easy to pull one of them off to the side, make an appointment to see him in his office, and so forth and so on. The bus program manager is the person you should contact in order to make your proposal. Not every line run will be accepted. Thank heavens, the casinos sort of protect an existing line run. For example, if you have a line run going from South Jersey to North Jersey over certain routes, and I almost want to run right over top of you and charge 10 cents less, they may not accept that. It is the job of the bus program manager to oversee this and to make sure you have a line run to offer which means something to them. After all, they have a quota too. They just can't run every bus company on the streets of Atlantic City. Understand, they are having enough problems now.

ASSEMBLYMAN BRYANT: What is the proportion of minority and majority people you bring into Atlantic City?

MR. PINKETT: At the present time, I would say it is just about 50/50. It varies. On the weekends, we have mostly minority groups. Mid-week, not so many, but a lot on the weekends, Saturdays and Sundays.

ASSEMBLYMAN BRYANT: Where do you pull out from in Delaware?

MR. PINKETT: Our line run has four stops in Delaware. It stops downstate in the Dover area, and it stops in Wilmington. We also have a line run which comes up through Chestertown, Maryland, which starts in Easton. They are scattered all over. The charters -- anywhere I can get one; anywhere in that area that I can get one, I'll pull it.

ASSEMBLYMAN BRYANT: Would it surprise you if I told you we don't have as many or as frequent line runs or charter runs in Newark, Camden, Trenton, and East Orange in New Jersey?

MR. PINKETT: No, sir.

ASSEMBLYMAN BRYANT: It wouldn't shock you?

MR. PINKETT: Well, I am just not familiar with those areas. I think I would be a little out of place if I commented on them.

ASSEMBLYMAN BRYANT: So that you understand, those happen to be the predominantly black urban areas of the State. It seems that our senior citizens who are on fixed incomes do not have the same kind of access that senior citizens who are on fixed incomes in the suburbs have. This seems to me to pose a question as to why those particular areas do not have the same kind of access through their clubs as senior citizen clubs throughout the rest of the State of New Jersey. It seems that minority bus operators operate in many of those areas. There seems to be some causal connection; at least it raises a question in my mind that there may be some malice aforethought or some actual planning in those areas. These are the questions that come to mind when I look at my city and I see senior citizen clubs that have to go to the suburbs or have to catch trains or buses to somewhere else to catch a charter to Atlantic City, and yet I know that with economics the way they are, the same senior citizens I represent in the suburbs have the charters come to pick them up right at their club headquarters to take them down there.

These are the kinds of questions I have in my mind. There seems to be some design when you start seeing it happening in the same types of areas throughout the State. I mean, you can compare Camden to Newark, to Trenton, to East Orange, etc.

MR. PINKETT: Are any of these areas economically deprived areas?

ASSEMBLYMAN BRYANT: Are they economically deprived?

MR. PINKETT: Yes.

ASSEMBLYMAN BRYANT: I guess that is how one would classify them.

MR. PINKETT: I'll be very frank with you. The casinos have asked me to go into a lot of areas which are economically deprived, and I have refused because being a black person myself, I have seen what goes on in those areas. I don't think we would be doing those people any favor by bringing them to Atlantic City to have their pockets fleeced.

ASSEMBLYMAN BRYANT: I was talking specifically about senior citizens who, I guess standardly, might be on fixed incomes. I would assume that if people would fleece them anywhere, they would fleece them all over the place. I do think it is a day's outing; it is an opportunity. The senior citizens at my round table tell me they find it a very, very good opportunity to go to get the sun, to be with people, and to put a few quarters in a machine. They find it healthy to do those kinds of things. So, I don't see where going into Camden City is any different than going into Lawnside or Stratford, New Jersey, which happen to be in my district. Probably the economics of those senior citizens are about the same.

MR. PINKETT: If you are talking about senior citizens, I agree with you 100%.

MR. CAMPBELL: Mr. Chairman, I was going to say, apparently you have done quite a bit of research on this. If, indeed, there is a market in the areas you have outlined that is going unserved, knowing the way free enterprise is in this country, I think you will find, particularly with the more recent open access to require governmental authority from the ICC, in other words, from Philadelphia into Atlantic City, the governmental access being more open. If there is, indeed, an unserved market and the economies justify service, I expect white, as well as black, as well as other minority-owned carriers, to compete for those customers. If, indeed, there are those markets, I am sure that many carriers — both existing and new carriers -- will be interested in getting into that market.

ASSEMBLYMAN BRYANT: This Chairman's concern is: As we explore this area, as we go down this path, and as these markets become a concern and the casinos recognize they are a concern, we, at the same time, have a dual concern. I know, also, about the game where you

establish majority firms to eat up these markets through, as you said, given lines, and you exclude again. I do not want to see the dual role happening, that they have been servicing these markets, and that they should have the first opportunity to service markets where they have been already. As we explore and open up some of these markets, they should have the same opportunity, but I can tell you from this Chairman's position, if, in fact, it comes out that there is a 2% bus operation by minority and women businesses here in Atlantic City, it is a disgrace to the industry. The industry should go about improving that condition, and I will do everything in my power to make sure that there are some proper rules for minority businesses within the casino industry.

If you have any other testimony, I will be glad to take it at this time.

MR. PINKETT: No, thank you. The only thing I would like to say in closing is, I have enjoyed talking to you. I thought I would. I would like to say that I understand your position; I respect it, and I appreciate it. But, once again, I can't say enough about the casinos. I am just sort of upset about the cloud that is being presented that I am not being allowed because I am black. I just don't think that is fair because there are black operators who are making it.

ASSEMBLYMAN BRYANT: I understand that, and I thank you. I appreciate your testimony.

MR. PINKETT: Thank you, sir.

ASSEMBLYMAN BRYANT: At this time I am going to try to get things moving because it is getting late. I am going to ask Mr. Alexander and Mr. Warren, from the Satin Star Bus Company and the Warren Bus Company, respectively, to come up at the same time.

CAMIE ALEXANDER: Mr. Warren is not here today.

ASSEMBLYMAN BRYANT: Fine. You must be Mr. Alexander.

MR. ALEXANDER: Yes. The only thing I have to say is that they keep talking about the regulation opening up to new owners. I was in business before they started to build casinos in Atlantic City. I came down, tried to get in, and talked to several people, but I could never get the right information. That was my problem.

I talked to a fellow at Harrah's when Harrah's first opened. They accepted me, and gave me 12 slots per week. When I rolled the first bus up to the door, a lady looked at the side of the bus and said, "Satin Star -- who are you?" I told her I had the slots, but she said they couldn't accept me. Afterward, it took two years for them to say that I had a valid license and that I could come to the casino. Then they started with the restrictions. Everyone here knows the restrictions.

ASSEMBLYMAN BRYANT: Explain them to me so we will have them on the record.

MR. ALEXANDER: Well, you have to bring in two buses during the week in order to bring one bus in on the weekend. Also, they did not give me the 12 slots back after they gave me permission to come.

ASSEMBLYMAN BRYANT: When they gave you permission, was it oral or written?

MR. ALEXANDER: It was oral.

ASSEMBLYMAN BRYANT: Over the phone?

MR. ALEXANDER: Yes.

ASSEMBLYMAN BRYANT: When you received the 12 slots and then by the time you got there--

MR. ALEXANDER: (interrupting) That was written.

ASSEMBLYMAN BRYANT: You had written documentation to be there and they told you you could not come?

MR. ALEXANDER: Yes.

ASSEMBLYMAN BRYANT: And then it took them two years to--

MR. ALEXANDER: (interrupting) It took them two years to validate it, and I didn't get the slots back.

ASSEMBLYMAN BRYANT: And you talked to people?

MR. ALEXANDER: Yes.

ASSEMBLYMAN BRYANT: I can't understand it. We just had a witness who told us when you talk to people they just open up. Do you mean you actually talked to someone from the casino face to face?

MR. ALEXANDER: Yes, I did.

ASSEMBLYMAN BRYANT: Did you go to any other casinos besides Harrah's?

MR. ALEXANDER: Yes, I went to the Sands. I never got to see the person I was supposed to see at the Sands.

ASSEMBLYMAN BRYANT: What happened?

MR. ALEXANDER: I never got into his office. They just kept saying he was out to lunch, so I never did get to see him. He gave me an appointment over the phone, but when I got there, he was always out to lunch. I never got to see him.

ASSEMBLYMAN BRYANT: Did you try that more than once?

MR. ALEXANDER: Yes, I did.

ASSEMBLYMAN BRYANT: Is there any other information you would like to give us?

MR. ALEXANDER: No, not at this time.

ASSEMBLYMAN BRYANT: Are you presently working in the casinos?

MR. ALEXANDER: No. I am not running any of my buses. I have four buses standing still.

ASSEMBLYMAN BRYANT: Where are you based?

MR. ALEXANDER: I am based in Paterson, New Jersey.

ASSEMBLYMAN BRYANT: Paterson, New Jersey. Were most of your people from the Paterson area?

MR. ALEXANDER: No, Paterson and New York.

ASSEMBLYMAN BRYANT: Were you doing charter work, or were you trying to establish a line run?

MR. ALEXANDER: I was trying to establish a line. I mapped out a line.

ASSEMBLYMAN BRYANT: From where?

MR. ALEXANDER: From Wyckoff down through Midland Park, Ridgewood, Fair Lawn, Glen Rock, Paterson, and Passaic. It was not accepted by Harrah's because they said I was running in-between two lines which were already established.

ASSEMBLYMAN BRYANT: Do you know whether that was true or not?

MR. ALEXANDER: No, I don't, but I know that All Jersey Trails is somewhere near the area. Leisure Line, also, starts up in Mahwah somewhere.

ASSEMBLYMAN BRYANT: Okay, Mr. Alexander, we appreciate your testimony. Thank you for coming today.

MR. ALEXANDER: Thank you.

ASSEMBLYMAN BRYANT: Mr. George Jiggetts and Mr. Murrell T. Watkins.

MURRELL T. WATKINS: Mr. Chairman and committee members: I am glad I came after Mr. Pinkett and he had his attorney with him. I also have my attorney with me. I asked him to speak. He won't speak, but he will represent minority people in the State of New Jersey to help them to get a license, insurance, and line runs established through his office. His name is Mr. Jerry Casser, and I would like to recognize him.

I would like to explain some of the things that have happened at the casinos and comment on some of the things said by Mr. Pinkett. Mr. Pinkett is what we call a "token black." Mr. Pinkett has been manipulated by the casinos. They say, "Oh, yes, we have one." He says, "Yassah, boss, we're here; we're working." Mr. Pinkett inherited his business from his father who had been in business -- as Mr. Pinkett just mentioned -- for 47 years. He claims he never had a problem with the casinos. That is an untrue statement.

His father passed away last year, and I sent him a card offering my condolences. It was very unfortunate; he was a very nice guy. On two occasions, Mr. Pinkett could not get into the casinos. He called me to find out why he couldn't get into the casinos, and he had to park his bus in my parking lot. He only took over this business last year. Mr. Pinkett gave you the impression that he doesn't know anything about racial discrimination. Mr. Pinkett comes from a little hick town in Maryland called Denton. I come from a little hick city called Baltimore, Maryland. The racial discrimination there is stagnant. Mr. Pinkett went to a segregated school in Denton; I also went to a segregated school in Baltimore. He graduated from a segregated school in Denton, the Denton Lockman High School, where blacks were not allowed to play whites in basketball, football, or soccer. I also graduated from a Maryland high school where the same things occurred. He went, not by chance, but by choice, to a college

which practiced discrimination, called Maryland State College. The things Mr. Pinkett told me happened are unbelievable.

Now, I would like to mention a couple of things about the casinos. We're talking about the casinos and we heard the report from Gaming Enforcement. Everyone got up and told you, "These are the findings in the report from Gaming Enforcement." But not one of them mentioned the rebuttal to the report from the Minority Bus Association.

ASSEMBLYMAN BRYANT: This is your opportunity.

MR. WATKINS: You have a copy on your desk. It is all about the racial discrimination at the casinos. The casinos and the Department of Transportation have pushed the minority bus operators in the State of New Jersey to the bottom of the economic ladder. The economic condition has worsened due to the exclusion of black carriers with licenses from the casinos, while white carriers without licenses run on black carrier lines, bringing people into the casinos.

ASSEMBLYMAN BRYANT: What are you talking about?

MR. WATKINS: For example, I had a license from the Department of Transportation, which issues one license to one carrier. I was going into Bally's Park Place. Bally's Park Place accepted a white carrier, a travel agent, without a license, with one bus, to pick up and hire another bus on my line run to take people into Bally's Park Place.

ASSEMBLYMAN BRYANT: Where was that line run?

MR. WATKINS: From Bridgeton, Vineland, and Millville, New Jersey. The license is in the folder you have there. There was only one license issued to one carrier. Bally's Park Place was aware of the racial discrimination. I filed with the Affirmative Action Office, Mr. Jack Wood. I went to Mr. Jack Wood's office, and he said, "Yes, no, yes, no," and that he would check into it. By the time he checks back into it-- We may never hear from him.

The Division of Gaming Enforcement under Mr. Woodard-- You can give Mr. Woodard all of the information in the world, but he will never bring anything to the surface. We are caught up in an airtight case of economic depression in the midst of an affluent society in America. For decades, the tunnel of discrimination has led us to a

dead end. When the casinos came to Atlantic City, we thought we saw a light at the end of the tunnel. After we were halfway into the tunnel, we found out that the light was an oncoming train bringing us more discrimination from the casinos.

We want to erase this racial injustice at the casinos. We need rules and regulations to regulate the casinos on minority bus carriers. There is a need for a law in the bus program at the casinos. Despite the Affirmative Action Office, under the direction of Mr. Jack Wood, and the Division of Gaming Enforcement, under the direction of Mr. Richard Woodard, we feel they have misled the Casino Control Commission and the New Jersey Legislature's General Assembly about racial discrimination with the bus program. We are isolated by the mainstream of racialism at the casinos. Our problems are very serious, and they continue to exist. It's not the bus, it's us.

We are not seeking quotas. We are not seeking a percentage. We are not seeking favoritism or tokenism because of racialism at the casinos. We do not want a Band-Aid on a heart attack. Fifteen percent of minority under the old program-- There is no way anyone can check that percentage. The crucial question is to decide whether the casinos need to be regulated. The minority carriers' witnesses will tell you that this type of regulation is definitely needed without the slightest hesitation.

Our constitutional rights have been violated in the worst way. If we are going to have one military force, one Constitution, one postal service, then we should have one set of rules for the casinos and the Department of Transportation. We expect the Legislature to put into law rules and regulations that will be fair to everyone involved in transportation in the State of New Jersey and in the casinos. Here are two specific guidelines we feel should be put into effect immediately: An open policy to all minority carriers going into the casinos with a line run or charter slots anytime, because they will never make up the percentage of the total number of people going in. Minorities should receive all the same benefits offered by the casinos to white travel agents and carriers. Let me give you a breakdown on what I mean.

There are white carriers who are going into the casinos who get an additional \$2.50 to \$4.00 per person. On the bus that is carrying, they fill out a voucher, they turn it into the casino, and they get the money. Now, how can I substantiate that; how can I prove that? Before they found out I was black, they were sending this to me. I have the records. They are in the folder you have there. I have the cancelled checks, and they are also in the folder you have there. These companies are paying the white companies additional subsidies. Mr. Woodard says he can't find evidence of this. I gave him the papers. I don't know; maybe he had his glasses off that day. I gave him those records, the same things about the discrimination at the casinos.

We are not talking about racial discrimination in the southern states -- Alabama, Louisiana, Florida, Georgia, North Carolina, Tennessee, or Mississippi -- but the State of New Jersey, downtown Atlantic City and downtown Newark. This is what we are talking about regarding discrimination. We come from poverty and welfare. We got Federal aid and business loans to try to share in this bus program, but the casinos have blocked us. There is one casino, the Trump casino, which we have to exclude because it was not on board at the time.

We come from all walks of life. Some of us are veterans, and as a war veteran, it turns my stomach and makes me sick every time someone tells me that I cannot go into a casino. When I was on the front line I was a first-class citizen, but now we are talking about money so minorities can make a better life for themselves and get off welfare and other programs. We are talking about discrimination in the worst way.

A copy of the rebuttal you have there was given to the Casino Control Commission, Mr. Jack Wood, and Mr. Richard Woodard. The information was well-written and well-typed, but it needs to be clarified. They said they did not sign these things about discrimination at the casinos. Look at the introduction. The payoff of slots was turned in to the Division of Gaming Enforcement and witnessed, but the Division never mentioned that in its report. The

Divisions of Civil Rights was notified -- State, local, and Federal -- but there was no response. Ocean Breeze Transit Company operated charter line runs under a license granted by the State of New Jersey, along with other minority operators. When additional money was paid to patrons, minority operators were excluded from both programs, even with all of the licenses I have. I am the only one that the State of New Jersey required to buy a license for \$3,500. It doesn't expire until September, 1985. It cost me \$3,500 and it does nothing. We asked Mr. Woodard which white carrier had this license, and he could not tell us. We asked Mr. Schwartz, and he could not tell us. But, I was told that I had to buy the license.

Bally's Park Place granted Ocean Breeze permission to do business with them. They said to get a license. I got a license. In the rebuttal, it is explained that Bally's Park Place had a meeting with Mr. McKnight. Mr. McKnight went to the meeting with me and we tried to iron out the problem of racial discrimination until around one or two o'clock. I arrived home around three o'clock. A white travel agent I know spoke at the meeting. He said, "You don't have to tell me anything. You're still not going to get in."

So, we talk about racial discrimination. Allen McClain has practiced racial discrimination in two casinos -- Resorts International and Bally's Park Place -- in the worst way. We had an argument down at the casino about coming in with a line run license. Then he said, "Do you want to come in or not?" The first day the bus pulled up, he walked up to the driver and said, "Don't bring this bus back anymore. It is inadequate. We do not accept a bus at this casino unless it is less than three years old. This is the policy at Resorts International." I wrote him another letter. I had down payments on two buses in Canada. I lost my money. I had a down payment on two buses with Housman. I lost my money. I had a new bus picked out down in Virginia, but I was lucky enough and smart enough not to put a down payment on it. I didn't get the bus because this is the old game they play.

ASSEMBLYMAN BRYANT: Did the buses meet all DOT's regulations?

MR. WATKINS: Yes, all of DOT's regulations. The buses are inspected every six months. They are properly insured. All of the regulations of the State of New Jersey are complied with, with no problem.

I notified DOT on many, many occasions about the illegal operation of Chick Tours, but nothing was done about it. I also notified Mr. Jack Wood about the illegal operation of Chick Tours, but nothing was done about it. I notified Mr. Richard Woodard about Chick Tours' illegal operation, as well as other white carriers, but nothing was done about it. So, we definitely need regulation to control the casinos; I say this without the slightest hesitation.

Statistics presented in a report given to us by the Gaming Enforcement Division did not prove to be all minority bus operators as stated in the report. The following casinos did not respond to the request from Gaming Enforcement: Playboy, Claridge, Harrah's, and Caesar's. Statistics don't lie; we make liars out of statistics. Data in this report was manipulated to cover up the true facts of racial discrimination at the casinos, and the number of charters and line runs into the casinos.

The illusion arises because of the following reasons: (1) No report from Caesar's casino; (2) Harrah's Marina -- no excuse -- Gaming Enforcement had more than enough time to get the information requested; and (3), False reports on minority bus lines. They list 105 minority bus operators.

Data submitted on minority bus owners was found to be inaccurate. We have found that 25 of the addresses used for the survey were fictitious names and addresses. Twenty-five letters were forwarded back to the Minority Bus Operators of America.

Out of the 105 companies, 11 of these are white companies. Five companies were out of business for more than two years. One minority company was listed as a bus company, but in reality it was a trucking company. All this, and they told us that the total number of line runs going into the casinos, as submitted, was an accurate report.

ASSEMBLYMAN BRYANT: Let me ask you a question.

MR. WATKINS: Yes, sir.

ASSEMBLYMAN BRYANT: You enclosed copies of all of the returned envelopes in the packet you gave us. Where did that list originate?

MR. WATKINS: We got that from Gaming Enforcement. That is what they turned in to the Casino Control Commission as a true, valid list of minority bus operators. I took their list.

ASSEMBLYMAN BRYANT: Okay, thank you.

MR. WATKINS: We found that the letters were returned to the Minority Bus Association. Eleven of them were white companies. One truck company was listed as a minority bus operator. We are positive, without the slightest doubt, that there were token blacks. There are no more than about six or seven companies doing business with the casinos.

Some of the guys called me and said, "Please, Murrell, don't use my name. I am working at the casinos, and I don't want to get hurt." I respect their request, and I will not use their names.

ASSEMBLYMAN BRYANT: Do you want this document placed in the record?

MR. WATKINS: Absolutely. That is why I gave it to you. I have another copy if you need it.

ASSEMBLYMAN BRYANT: Fine. We will need the extra copy so the hearing reporters will have it for the record. (addressing the hearing reporters) Please place the document called, "Rebuttal Report of the Division of Gaming Enforcement, Report to the Casino Control Commission Regarding Complaints of Minority Bus Operators, Submitted by Minority Bus Owners of America, May 15, 1985, Atlantic City, New Jersey" in the public record.

MR. WATKINS: Thank you. These are the things that happen to minorities. It was not only me; other carriers will tell you the same thing. As a group, we cannot get into the casinos. We have been washed out on line runs and charters. They will tell you, anytime you call about slots, "The book is closed." You can call for next year, but if you are a minority carrier, the book is closed.

Another bad incident which occurred in front of some minority carriers/operators was, we were sitting in Mr. Woodard's office, and

Cathy Smith mentioned, "Well, we don't have any problem with the casinos. We do not see any racial discrimination. We have a list of the people who came to the casinos last week." I said, "Would you like to show us the list?" With hesitation, they looked at each other, they shook their shoulders and wiggled their ears, but as we insisted, they showed us the list. Number one, Ocean Breeze was on the list; Ocean Breeze is out of business. Mr. John Hayes was on there. Mr. John Hayes had to park his bus on a lot and let the people off because they wouldn't let him in. There were other minority carriers on that list who were not even in Atlantic City. This is the type of report that Gaming Enforcement, which we put so much trust in, puts out. I think it was mentioned that it took them 19 months. They probably submitted a bill for about \$3 million. I submitted a report 60 days after receiving their report, using money out of my own pocket.

Thank you. Are there any questions?

ASSEMBLYMAN BRYANT: You're not saying that Gaming Enforcement had control over these records, are you? These are records that were submitted by the casinos.

MR. WATKINS: That is correct.

ASSEMBLYMAN BRYANT: Okay. Then those records might be inaccurate.

MR. WATKINS: They are, sir.

ASSEMBLYMAN BRYANT: Let me ask you a few questions in terms of how you get these slips. What is the process? Do you get mail from every casino? Number one, is it uniform from casino to casino?

MR. WATKINS: No, it is not uniform. When I was in business, you could get information from a casino -- it was a week late -- about a program they were having or about something special.

ASSEMBLYMAN BRYANT: But, assuming that you called in -- I imagine that is what they required of you-- Did they require you to call in, did you write in, or what? What did you have to do?

MR. WATKINS: Well, calling in doesn't mean anything. Going down there and talking to them-- Let me give you an example: Mr. Pinkett testified that you have to go down and talk to them. I stood outside of a door at Bally's Park Place, and Mr. Allen McClain said

that he would not talk to me, and he didn't care if I stood there all day. I said, "I have my license and I am on a line run," and he said, "Put the thing on the table or give it to the receptionist. I am not talking to you or to anybody." This is the type of thing you get. He made other nasty comments.

ASSEMBLYMAN BRYANT: Did you ever drive any buses to the casinos?

MR. WATKINS: Yes, I did.

ASSEMBLYMAN BRYANT: When you got the slips, how did you get them? Did you call in?

MR. WATKINS: I had a line run going into casinos every day.

ASSEMBLYMAN BRYANT: What casinos?

MR. WATKINS: Bally's Park Place and Resorts International.

ASSEMBLYMAN BRYANT: So, when they had specials, or bonuses, or whatever else, did you have to call in for those?

MR. WATKINS: I had to call in for slots.

ASSEMBLYMAN BRYANT: For slots?

MR. WATKINS: For slots.

BOBBI WASH: A line run doesn't need slots.

MR. WATKINS: Slots are for the special charters that come in.

MS. WASH: Only charters need slots; line runs don't need slots.

ASSEMBLYMAN BRYANT: What does a line run get?

MR. WATKINS: A line run comes in every day.

MS. WASH: Automatically.

MR. WATKINS: Automatically.

ASSEMBLYMAN BRYANT: Do they get \$15.00 for each one of their customers?

MR. WATKINS: Whatever the program is for that day.

ASSEMBLYMAN BRYANT: Okay; that is for a line run?

MR. WATKINS: Yes, that is for a line run.

ASSEMBLYMAN BRYANT: So, you don't call in?

MR. WATKINS: No, it's automatic for a line run.

MS. WASH: It is just expected, period.

ASSEMBLYMAN BRYANT: Did you do any charter work?

MR. WATKINS: Yes, I did.

ASSEMBLYMAN BRYANT: Okay. What was the procedure for the charter?

MR. WATKINS: For a charter, you have to call in, and when you call in, they say, "The books are closed." When you first call in, they ask, "Who's calling?" I would say, "Ocean Breeze." They put you on hold, take a coffee break--

MS. WASH: (interrupting) Or go to lunch.

MR. WATKINS: (continuing) --get back on the phone and say, "The slots are full."

ASSEMBLYMAN BRYANT: Are you telling me that in this day of computers there is no system set up whereby one's call could be recorded as soon as the caller called in, so that one would know who called in first, or who called in second?

MR. WATKINS: Well, the computer must have gone in last week. It was not in four years ago.

ASSEMBLYMAN BRYANT: I'm just asking you. They didn't have a system like that?

MR. WATKINS: No, not down in Atlantic City.

ASSEMBLYMAN BRYANT: You had to talk to someone personally. Then you had to depend on that person to do whatever he or she was supposed to do.

MR. WATKINS: Right, you had to depend on the person. They ask your name first before they will talk to you.

ASSEMBLYMAN BRYANT: And, you were kept on the line for a long period of time?

MR. WATKINS: Many times.

ASSEMBLYMAN BRYANT: Do you have something to add? (addressing Ms. Wash)

MS. WASH: Well, we talked in Trenton--

ASSEMBLYMAN BRYANT: (interrupting) You may put on the record as much as you want.

MS. WASH: All right. My name is Bobbi Wash. I am employed by Jiggetts Transportation Service out of Paterson. The situation hasn't changed at all. You can still call for charter slots. When you

call, they ask who is calling, they put you on hold, and there you sit. If they get back to you, fine. If they don't, they just don't. As far as getting a slot, if you are fortunate enough to get a slot, if the package requires a deferred voucher, you cannot promise the person who is chartering the bus that you will be able to get him back down again. If you get a \$22.00 slot, a \$22.00 package, if you get 12, 3, and 7, and you have a \$7.00 deferred voucher, it expires in 30 days. You cannot get them back down there in 30 days because you are not going to get the slot. Let's say they call you a week after they get back and say, "We had a wonderful trip to Atlantic City. We want to go again, when can we go?" We can't help them because now the book is closed. For the month coming up, the book is closed.

ASSEMBLYMAN BRYANT: There is no system for the deferred voucher to be given a time and place at the time it is originally given?

MS. WASH: No, there is none. For instance, I try to deal with senior citizens because it is their way of getting out. You have to have at least two slots during the week in order to get a Saturday slot. Therefore, you really must cater to the senior citizens. They are the only ones who can go down during the week. Now, in order for me to get them down on, let's say, a Monday or a Tuesday, they want that deferred voucher returned, believe me. Senior citizens definitely want that deferred voucher. If they come back the next week and call me, and they cannot get it, they are vicious. They really want it. That is how I am losing business; I cannot comply with that.

Now, I call up and I say, "The senior citizens must have it. The only way they are going to go back with me is if they can get the deferred voucher redeemed."

ASSEMBLYMAN BRYANT: How long has your company been in business?

MS. WASH: We have been in business for 42 years.

ASSEMBLYMAN BRYANT: Forty-two years -- what casinos have you dealt with?

MS. WASH: Caesar's, Resorts, Sands, Tropicana, and Bally's Park Place. We do not call at the Claridge and we do not call at the Golden Nugget.

ASSEMBLYMAN BRYANT: Why?

MS. WASH: Because they simply do not recognize us. It's senseless to call. I called the Claridge one time. After I receive a certain kind of treatment, I don't have to be mistreated again in order to become offended. I called and they put me on hold. When someone came back, she said, "Who are you waiting for?" I told her, and she said, "Hold on a moment." When I finally got a human voice on the telephone, I said, "Who are you?" and he said, "I'm the maintenance man." I said, "Well, you know, that is enough of that," because I had been on the phone for 35 minutes, and I was still paying the phone bill. So I said, "Forget it."

ASSEMBLYMAN BRYANT: Do you find uniformity in terms of dealing with the various hotels?

MS. WASH: Yes, uniformity as far as the flyers that are sent out are concerned. The packages that are sent out are sent out on time. Everyone gets them. Sometimes I get one one day, one the next day, and one the next day, from the same hotel. They are just sent out, maybe by computer, or maybe the names are on a list and they have people there stuffing envelopes. I have no idea.

ASSEMBLYMAN BRYANT: How about doing business with the various casinos? You mentioned at least four or five.

MS. WASH: No, we did not do business with them. I simply called to try to make sure that I was using the right phone number and that the people were still there. We do not do any business with them. You must have the two slots during the week in order to get a Saturday slot. Now, if I call up for a Saturday, they are going to say, "What's coming down during the week?" Sometimes I might have one, but if I have one, I am only going to get one during the week. When people call up for buses, they want two slots. If you think you are going to sell-- Let's say you start a bus ride, or you start to sell tickets for a bus ride, and you find out you have 54 people, or 60 people. Well, that is more than 49, so you are going to go for the second bus. But, you cannot call me and say, "Bobbi, you have booked me one bus, but I need a second bus." There is no way I can get a second bus. I got one, you know, be happy I got that one. That is all

I am going to get. Then they have to stop selling tickets and give back the money they collected over the 49. You cannot get an additional bus. If you have already booked and you have a confirmation number, or a confirmation slip on a slot, you cannot get an additional bus.

ASSEMBLYMAN BRYANT: Are the insurance requirements the same at all of the casinos?

MS. WASH: Yes, \$5 million.

ASSEMBLYMAN BRYANT: They are the same?

MS. WASH: All except-- I believe one is a bit higher, but we don't deal with Golden Nugget anyway. That is the only one.

ASSEMBLYMAN BRYANT: Did it start out that way?

MS. WASH: Did it start out that way? It was a bit lower; it started out at \$2 million.

ASSEMBLYMAN BRYANT: Then it increased to \$5 million?

MS. WASH: It increased to \$5 million.

ASSEMBLYMAN BRYANT: Do they have any requirements on your buses which are different than those required by the State of New Jersey or the ICC in terms of equipment, safety, and those kinds of things?

MS. WASH: Well, I am going to have to be honest with you. Our equipment is fairly new. If you have an older bus, it still has to be inspected by DOT.

ASSEMBLYMAN BRYANT: How many buses do you have in your fleet?

MS. WASH: We have 17 buses.

ASSEMBLYMAN BRYANT: And you say your buses are fairly new?

MS. WASH: Yes, we have MCIs and MUCs.

ASSEMBLYMAN BRYANT: Are you still experiencing a problem?

MS. WASH: Yes, because you cannot come down to Atlantic City without a slot. You have to have a reason for getting off the Expressway. You will not get into this town without a slot, really. Therefore, if you don't have a slot, you cannot come down here.

ASSEMBLYMAN BRYANT: On a regular basis, how many casinos does your company do business with?

MS. WASH: One.

ASSEMBLYMAN BRYANT: Which one is that?

MS. WASH: Caesar's Casino. That is the only one I can actually call and at least have a conversation with someone. At the others, I have been put on hold.

ASSEMBLYMAN BRYANT: Have you met with the, I guess, chief of operations at the other hotels?

MS. WASH: Have I met with them personally?

ASSEMBLYMAN BRYANT: Yes, you or someone from your company.

MS. WASH: No.

ASSEMBLYMAN BRYANT: What do you understand are the procedures in terms of getting your charter buses in? Is the procedure that you just call, or is the procedure that you have to set up some kind of a meeting with the head of operations?

MS. WASH: No, no, I was told that we were to call. Once you have qualified yourself, so to speak, you have to have--

ASSEMBLYMAN BRYANT: (interrupting) How do you do that?

MS. WASH: You have to supply the name of your company with the president's and the vice president's names on the letterhead. The insurance company has to send them the certificates with the additionally insured casinos. What else must you have? (Ms. Wash consults with an associate)

FROM AUDIENCE: The Social Security number.

MS. WASH: Oh, yes, you have the DOT numbers and the ICC numbers on your letterhead.

ASSEMBLYMAN BRYANT: Do they send you something back in writing telling you that you are now a qualified company?

MS. WASH: No.

ASSEMBLYMAN BRYANT: How do you know you have been accepted?

MS. WASH: You don't. You just call up and try. Then, when you get put on hold, you know you have not been accepted.

ASSEMBLYMAN BRYANT: Do you mean that after you submit this information, there is no formal way the casinos write back and say, "You are a charter company which has been approved to do business with," whatever, Claridge, Resorts, etc.?

MS. WASH: No. I have called and asked, "Did you receive our information? Am I permitted to call now for slots? Where do we go from here?"

ASSEMBLYMAN BRYANT: What you are saying is that no one is approved for, say, a year, six months, three months, whatever?

MS. WASH: I don't know what the period of time is on this. Unless you receive-- For instance, I have never gotten a slot at Bally's, but that is the only casino that offers an unload policy.

ASSEMBLYMAN BRYANT: A what?

MS. WASH: Bally's is the only casino that offers an unload policy, unload meaning no package. As I said, you must have a reason to come into Atlantic City. You have to have a slot. It does not require a package; it simply requires a slot. Therefore, if people want to come down badly enough, they will come down without a package. You must have a place to put them. Bally's will allow you to come there to unload.

ASSEMBLYMAN BRYANT: Without a package?

MS. WASH: They will not give a package. It is simply an unload policy, you know, that's it. You just dump them and go.

ASSEMBLYMAN BRYANT: Thank you. If you have anything else to offer, I will hear it now.

MR. WATKINS: One other thing I would like to mention is, you asked how can casinos do this. They put a strangle hold on Trailways. They told Trailways, "If you pick up in certain areas, we are not going to let you in." So, you know what they are doing to us. This is covered in the rebuttal to the report. You know they have a strangle hold on us. There is a definite need -- I can't emphasize this strongly enough -- for rules and regulations governing the casinos dealing with minority carriers.

ASSEMBLYMAN BRYANT: We hear you loud and clear.

MR. WATKINS: Thank you.

MS. WASH: Thank you.

ASSEMBLYMAN BRYANT: Hold on for just a second, please. Let me ask you one more question. Do you know of any casino that deals with more than one minority operator? We haven't gotten all of the

statistics, but it seems as though every casino has adopted its own way of dealing with minorities. They might allow another one to come in periodically, but--

MS. WASH: (interrupting) Listening this morning, I have noticed the same thing.

MR. WATKINS: They keep a token black carrier in the casinos, you know, "To keep the people off our backs, we can say we have one." As I said before, they may say, "We can name one," but they are not sure about the others. There are black carriers who are fronting for white carriers. Now, I know there are a lot of horror stories about this. One black carrier was operating for a white carrier, and the white travel agent did not pay the black carrier. He stuck him for \$22,000. There was nothing he could do about it. He couldn't go to the casino; the casino was not going to let him in.

ASSEMBLYMAN BRYANT: Let me ask you about that because Gaming Enforcement asked the same thing. How do these travel agents get involved? Do they get slots, and then sell them? Ms. Wash, do you know anything about that?

MS. WASH: Well, I am not familiar with selling slots because we don't buy any slots.

MR. WATKINS: Ninety-nine percent of travel agents are white.

ASSEMBLYMAN BRYANT: But, they are not bus operators?

MR. WATKINS: No, some of them--

ASSEMBLYMAN BRYANT: (interrupting) Explain how they work. How does it work between the bus carrier and the travel agent?

MR. WATKINS: If you want a bus line and you can't get it-- If you have a group of people you promised to take to the casino, you call a travel agent, and you have to pay him for the slot. Then he says, "Okay, you can go in."

MS. WASH: Because he has the slot.

ASSEMBLYMAN BRYANT: But he or she might not own a bus company?

MS. WASH: They don't own buses at all. They simply call up and get a slot.

ASSEMBLYMAN BRYANT: So, slots are open not only to bus operators, but to travel agents?

MS. WASH: Sure.

MR. WATKINS: Right. They question where the people are coming from and who you have on the bus. That decides whether or not you get the slot.

ASSEMBLYMAN BRYANT: Therefore, they cut into your profits in terms of—

MR. WATKINS: (interrupting) That's right, and you have to pay them.

MS. WASH: And, they have no buses whatsoever.

MR. WATKINS: A minority operator has to pay these people so much per person. Sometimes he pays 50% of the bus. If a bus going down to Atlantic City is worth \$500.00, he has to shell out 50%, \$250.00 to a travel agent. He has to pay the insurance, pay his driver, pay for his fuel, pay taxes, and then he can get into the casino. They are paid 50% of the money, and they paid nothing.

ASSEMBLYMAN BRYANT: Do you know whether or not they paid for the slot?

MR. WATKINS: No, I do not.

ASSEMBLYMAN BRYANT: Okay, thank you. I appreciate it.

MR. CAMPBELL: Mr. Chairman, if I may, I would like to take just one moment of your time.

ASSEMBLYMAN BRYANT: I have other people. You can wait until I call on them.

MR. CAMPBELL: I would just like to ask permission to submit a supplemental written statement in response to some of the personal remarks directed at Mr. Pinkett.

ASSEMBLYMAN BRYANT: Well, at hearings like this, people say whatever they want in their testimony. If Mr. Pinkett would like to give some additional testimony, he may. The personal allegations are not something we are considering at this time. We are only talking about bus operators.

MR. CAMPBELL: Then do we have your permission to submit a supplemental written statement?

ASSEMBLYMAN BRYANT: If Mr. Pinkett wishes to give additional testimony, he may do so. May we have Mr. John Hayes and Mr. Talbert Hall, Hayes Charter and Hall Bus Company, respectively?

JOHN R. HAYES: My name is John Hayes of Hayes Charter, Inc., Newark, New Jersey.

ASSEMBLYMAN BRYANT: How long have you been in business, Mr. Hayes?

MR. HAYES: I think it was two years before the Atlantic City gambling casinos opened. I have been in business about 12 years. We are not a fly-by-night outfit, as we have been called by a couple of other bus companies, organizations, or whatever you want to call them. Almost everyone here was in business prior to gambling in Atlantic City. We have been licensed and inspected by the State. We are in business to do business, but we are being cut out. A couple of my friends, Murrell Watkins, Ocean Breeze in Atlantic City, Airflow Tours, out of Newark, New Jersey, and Go-Forth Bus Company, Newark, New Jersey, are out of business, when they should be prospering like the rest of the bus companies. They're not; they were not given a chance.

I have been in the school bus business for two years. I have 15 school buses. I started out with one school bus two years ago. I also have three charter buses, but in 10 years, I have not been able to expand because of the people. They are not going up to the Dutch country; they are not going to Reading, Pennsylvania. They are coming to Atlantic City, and we are being denied the opportunity to bring our customers down here. I believe there are statements in the rebuttal from my customers saying they wish to use my bus company, but I am not able to book them into the casinos.

ASSEMBLYMAN BRYANT: What casinos have you approached? What has your experience been?

MR. HAYES: I approached Caesar's, Park Place, Sands, Harrah's, Playboy, and Golden Nugget. At present, I am doing business with Caesar's and Park Place, but I am still having difficulties. For instance, on October 18, 1984, my secretary booked two buses into Bally's Park Place in front of me and a customer. Upon arrival of those two buses on the designated date, they were refused the package.

ASSEMBLYMAN BRYANT: When you say you booked them, tell me how you booked them. Did you book them by phone?

MR. HAYES: We called into the casino for two slots.

ASSEMBLYMAN BRYANT: And they gave you a confirmation?

MR. HAYES: Right. At the time of the call, the customer was in my office. I took his deposit for two buses.

ASSEMBLYMAN BRYANT: It was a verbal commitment?

MR. HAYES: Right, it was a verbal commitment. They do not send a confirmation. Caesar's will send you a written confirmation. Park Place will not send a written confirmation. If a receptionist forgot to write the confirmation down, it would cost me \$410.00. I had to give them back their \$5.00 rebate for the two buses.

ASSEMBLYMAN BRYANT: You're saying it is not uniform in terms of how a confirmation is at least codified. You do not have a slip when you get there saying, "Here it is. I called in, and the next day I received the confirmation."

MR. HAYES: From Caesar's you do.

ASSEMBLYMAN BRYANT: Caesar's is the only one.

MR. HAYES: Right. Park Place is just verbal.

ASSEMBLYMAN BRYANT: What happens when you get there? Do they let the people off the bus?

MR. HAYES: It's embarrassing. Sometimes they let the people off, and sometimes they don't. It happened to me three times. My wife's church went down. I called and booked it myself directly to Bally's. The group arrived at Bally's, they looked at the sheet, and they said, "You're not on here." There was a big commotion; they had to call the cops. So, we finally moved the bus over to the Sands. The driver went inside and called me on the telephone. Someone at Sands allowed the bus to come in and they gave them a package.

ASSEMBLYMAN BRYANT: What effect does that have on your business when you have people committed to come, and all of a sudden you're there, and they expect \$15.00, \$10.00, or whatever the package is?

MR. HAYES: Well, I have been doing business with this particular group here ever since I have been in business. Since this incident, I haven't received a call. This fellow usually gets two or three buses at a shot, not only to come to Atlantic City, but to go to other places. It makes me look bad, and it embarrasses the customers. It's a bad situation.

In a situation like this, who would send two buses of people down without a slot? A person would have to be crazy, because you are only going to lose a customer. If they had some kind of a discrepancy, they should have taken the group in and said, "Mr. Hayes, you pay us the package." I paid it anyway. This way I wouldn't lose a customer. There would be no harassment, no embarrassment, and the flow would still go on.

I have bought slots from different bus companies and from different travel agencies. There are plenty of slots. I have had people come into my office to book a bus with me, I have called a casino right in front of them, and they said, "We're all booked up; the books are closed. We can't find a book." The same person will go to another bus company -- and I have experienced this -- and they are told, "Take the group right in," at the same time they requested it from me.

ASSEMBLYMAN BRYANT: Do you have any problems with what I guess they call the bonus packages or the packages where you have to come back in 30 days?

MR. HAYES: The only problem we have is, we have to be lucky enough to get a bus booked in at the time of the voucher. If you don't, they will go with someone else and will use it on another bus company.

ASSEMBLYMAN BRYANT: Again, you are not given the opportunity when you take one bus in to get a date within that 30-day period to return?

MR. HAYES: No.

ASSEMBLYMAN BRYANT: Would that be helpful?

MR. HAYES: It would be very helpful.

ASSEMBLYMAN BRYANT: That way you could tell the group in advance--

MR. HAYES: (interrupting) You could book two trips in one.

ASSEMBLYMAN BRYANT: Mr. Hall, you may chime in whenever you want to.

TALBERT HALL: I would rather wait for him to finish, and then I will speak.

MR. HAYES: I could go on forever, but I know that time is limited. This is something I do not have to read from a piece of paper because I went through this before the casinos opened up. Prior to them opening up, we tried to get in. I was over at Harrah's when they were painting the walls of the place. They had a big bus map on the wall with all of the bus companies dotted out, and all of the areas were covered.

ASSEMBLYMAN BRYANT: Who do you talk to at these places? Do you talk to the bus operators?

MR. HAYES: I talk to bus operators; I talk to the people over the bus operators. We have talked to everyone. As far as talking is concerned, at a couple of the casinos I have been to, they give me a little leeway for a while, and all of a sudden they shut me right back out again.

ASSEMBLYMAN BRYANT: How about your buses, are they--

MR. HAYES: (interrupting) My garage is open for inspection to anyone who wants to come to look at the buses.

ASSEMBLYMAN BRYANT: Do you keep them washed and all that sort of thing?

MR. HAYES: Yes, I do.

ASSEMBLYMAN BRYANT: Do you comply with all the DOT regulations?

MR. HAYES: Yes, I do. If I could get a break, I could buy new buses, but I can't get a break. I wouldn't dare go into the charter bus business right now until the Atlantic City situation is cleared up. I borrowed money from SBA and I went into the school bus business. I have been in the school bus business for two years and I am doing a fantastic job.

ASSEMBLYMAN BRYANT: Thank you.

MR. HALL: My name is Talbert Hall of Hall Bus Service. We are located in Beverly, New Jersey.

ASSEMBLYMAN BRYANT: Beverly, New Jersey?

MR. HALL: Yes, Beverly, New Jersey. I had a lease agreement with Ocean Breeze. I worked for them and I also did charter work for them. I worked on the line run he talked about. It ran from

Bridgeton, Vineland, and Millville down to Atlantic City. There were occasions when I was doing the line run for him when we would go down there to pick people up, and someone had already been there. People told me that someone had been there with a van or something, and the people were already picked up. I wouldn't get anyone. I would come all the way back from Bridgeton with three people on the bus. This was my charter bus. It passes the State requirements. I had all of the necessary insurance; you have to have that in order to run the bus. We had a lease agreement -- this is all in the file -- with the regulatory agency in Newark.

On the premise that he was going to stay in business and we were going to try to expand our business, I bought a brand-new VIP 21-passenger air-conditioned bus. It cost me \$32,000. Now, that bus is just sitting idle. We couldn't get in. They said that the buses were bad and we couldn't get in, so I bought a brand-new bus.

On occasion I came down, and I brought a bus load of people. These people were not ghetto people -- if you want to use that term. These people were engineers, chemists, insurance people -- they were mostly all professional people. I brought them down here. I had contacted Mr. Murrell Watkins from Ocean Breeze to let him know that I was bringing these people down. We brought the people down on a Friday night. We went to Bally's Park Place, but we couldn't get in. They wouldn't let us stay there. I couldn't even open the door. They just told me, "Stay there." The embarrassment caused just can't be explained. I have not received a call from those people since.

ASSEMBLYMAN BRYANT: Did you have a slot?

MR. HALL: Mr. Watkins had the slot. I was operating under my lease agreement with Mr. Watkins of Ocean Breeze. He had made all of the preparations. We had the slot. The clientele I serve are mostly white. These are people who have children in private schools; I know because I carry them. I also have a school bus business. I have been in business for about 10 years. At the present time, as I stated before, I have a brand-new VIP bus, and I still can't get in. Why? There are companies which come from Pennsylvania. They bring people down to the casinos.

ASSEMBLYMAN BRYANT: Have you sought any slots on your own?

MR. HALL: No. I did make a call and they sent me some papers which said I would have to have some insurance, which I have already. I called back and they advised me, "Why don't you just have one of the carriers up in your area which has an agreement with the casinos bring the people down?" That was the advice they gave me.

MR. HAYES: May I add something?

ASSEMBLYMAN BRYANT: Mr. Hall, if you are finished, I will allow Mr. Hayes to say something. Are you finished?

MR. HALL: Yes, but I just want to let you know about the frustration that I, as a minority operator, have gone through, although my clientele does not consist of minorities. They are white, middle-class, working people, and a lot of them are blue-collar people. It is not the clientele we serve; it is the individual who is doing the serving who they seem to be denying access to.

ASSEMBLYMAN BRYANT: We hear you.

MR. HAYES: I received a phone call from Mr. Murrell Watkins of Ocean Breeze Transit several years ago, asking if I would lease him one of my buses to help him on his line run because he was having difficulties with the run. I brought one of my coaches down. I worked several days on the line run, and I experienced, at a lot of his stops -- and he was legally registered with the State -- that another bus company was picking up the passengers. On one occasion, I picked up passengers and one of the passengers walked up to the front of the bus and asked me, "Is this a Chick's Tours bus?" I said, "No, this is an Ocean Breeze bus." He said, "Okay, stop and let us off." I stopped and let them off. A Chick's Tours bus was behind me; they got off my bus and got on the Chick's Tours bus. It was not a charter, it was a line run, and they went down to Bally's Park Place. The man was not legally registered with the State DOT to operate a line run on that particular day and in that particular area.

ASSEMBLYMAN BRYANT: Let me ask you a question. We're talking about line runs, and I don't want to get confused. Are line runs authorized by the casinos or are they authorized by the State of New Jersey?

MR. HAYES: The State is the one who says you can run a line run. The casino cannot give you the authority to run a line run. The casino has to accept you as that line run. You can apply for a line run and not be able to go into the casinos, if they won't let you come in. A lot of white carriers have obtained line runs and then abandoned them because they weren't making any money on them.

ASSEMBLYMAN BRYANT: What you are telling me is, other people can come on that line and, if they do it periodically, I guess they are not regulated by the State.

MR. HAYES: They are doing it illegally. I cannot take my bus and run on one of Domenico's Academy Bus lines or one of T&J's lines. They'll lock me up.

ASSEMBLYMAN BRYANT: What happens if you go on a line, you don't do the whole lot, but you do part of the line? In other words, if I stop two places on your line and cut across--

MR. HAYES: (interrupting) Are you legally licensed for that line?

ASSEMBLYMAN BRYANT: No, I happen to be a tour agency.

MR. HAYES: You are operating an illegal operation. You have to get permission from DOT to operate on anyone's line.

ASSEMBLYMAN BRYANT: So, you complain to DOT, and they are supposed to send their inspectors out. Is that right?

MR. HAYES: Right.

ASSEMBLYMAN BRYANT: Okay, thank you.

MR. HAYES: Thank you.

ASSEMBLYMAN BRYANT: I appreciate it. Abraham McDaniel and John Dingle, Cobra Coach Lines and Comfort Transit Company, respectively.

JOHN DINGLE: My name is John Dingle; I am from Queens, New York. The name of my bus company is Comfort Transit Company. I am the Vice President of the company.

ASSEMBLYMAN BRYANT: Is it a charter company?

MR. DINGLE: Yes, sir. We operate a line run into Atlantic City to Bally's.

ASSEMBLYMAN BRYANT: Is it approved by DOT?

MR. DINGLE: It is approved by the ICC.

ASSEMBLYMAN BRYANT: The ICC?

MR. DINGLE: Yes. There are different regulations. I am from New York, so there are different rules from New Jersey.

ASSEMBLYMAN BRYANT: Oh, it's interstate, okay. Fine. You're right, it's ICC.

MR. DINGLE: I gave my proposal to Bally's about two years ago. I made several trips trying to get a line run into Atlantic City. I was refused a couple of times.

ASSEMBLYMAN BRYANT: Would you give us the details because you have to realize a lot of people are going to read this transcript. I want to know where the line run was coming from and where it was going.

MR. DINGLE: The line run was coming from Queens, New York into Bally's.

ASSEMBLYMAN BRYANT: Were there several stops in Queens?

MR. DINGLE: I had eight stops in Queens. In October, I came back for the third time.

ASSEMBLYMAN BRYANT: To meet with Bally's? Who did you meet with?

MR. DINGLE: I met with Mr. Allan Doerr. I explained the situation to him about what was going down with me in Queens. He gave me a date when he would come to Queens to check the line run out. If it was not in conjunction with another carrier, he would see that I got it.

ASSEMBLYMAN BRYANT: Don't let me get confused now. If you have a line run--

MR. DINGLE: (interrupting) I didn't have it at the time. I said I was negotiating to get it at that particular time.

ASSEMBLYMAN BRYANT: Oh, okay.

MR. DINGLE: He kept his appointment with me and we rode the line run. He checked it out, and two weeks later he gave it to me. But, previous to this, the other manager wouldn't even talk to me. As the guy from Satin Star Bus Company stated--

ASSEMBLYMAN BRYANT: (interrupting) How long ago were you accepted?

MR. DINGLE: I was accepted back in October, 1984.

ASSEMBLYMAN BRYANT: But you're saying that you made inquiries prior to 1984. Is that right?

MR. DINGLE: To different casinos, not to Bally's.

ASSEMBLYMAN BRYANT: Not to Bally's?

MR. DINGLE: Not to Bally's, no.

ASSEMBLYMAN BRYANT: Okay, other casinos? Which ones?

MR. DINGLE: I tried to make contact at Resorts International. I drove my car from New York to see him on the appointment date. When I got there, he refused to see me.

ASSEMBLYMAN BRYANT: He refused to see you?

MR. DINGLE: That's right. The second time I came down I had one of my white drivers with me to check him out. My guy made an appointment, and he was invited in to talk to him. The same thing happened to me with Joe Buddy at the Sands. I make an appointment and he refused to see me. I took my white driver to check him out, and he saw the white driver.

ASSEMBLYMAN BRYANT: And he wouldn't see you?

MR. DINGLE: He wouldn't see me. He told me on the phone that he didn't have time and that he wasn't interested in what I had to say. After I had this guy talk to him, he was accepted. From my experience, there are a lot of places-- Caesar's and Bally's are the only casinos we are allowed to come into. If I should call Bally's, they would try to help us. If I should call Caesar's sometime, they would try to help us. The other casinos won't even talk to us. The Claridge don't want us to come in there.

ASSEMBLYMAN BRYANT: Do you find that the standards are different at the different casinos?

MR. DINGLE: Yes, the standards are different. They told me before that our buses were not up to date. During that time I was operating two buses from 1968 and 1970. They told me if I updated my buses it would be possible for me to get a line run. I went out and bought two 1978 05 buses. I came back, met with the people, and gave them my proposal, and I never heard anything from them.

I have made 20 trips within a month trying hard to get into Atlantic City on a line run to the different casinos. They have all

denied me -- Harrah's at the Marina, the Playboy at the time, Resorts, the Sands, and several others. This is a picture of my buses (Mr. Dingle holds up picture). I operate two MCIs.

ASSEMBLYMAN BRYANT: Do these meet ICC standards?

MR. DINGLE: Everything, the \$5 million insurance included.

ASSEMBLYMAN BRYANT: What year is this bus?

MR. DINGLE: It's a 1983. I have two 1984s. But they still say the buses are not up to date.

ASSEMBLYMAN BRYANT: Do you take people on tours of other places and find that your accommodations are comfortable and that people do not object to them?

MR. DINGLE: The people I serve are very happy with the type of equipment I have, but most of the people like to come to Atlantic City.

ASSEMBLYMAN BRYANT: Do you find the same kind of resistance-- If you take a charter, let's say, to the Dutch country -- I can't think of the place up in New York State -- do you have a problem with people wanting to turn down the buses bringing in your people similar to the problem you find in Atlantic City?

MR. DINGLE: No, I have never had a problem. As a matter of fact, I have never had a problem here with people turning me down.

ASSEMBLYMAN BRYANT: They're just not letting you get in.

MR. DINGLE: But I can never come in unless I get a slot. I would not take the chance. I have sold tickets and have oversold, as the lady stated before. When I oversold, I called people I knew and if they could help me, they did. If they couldn't, they couldn't. I would not take a chance bringing people in here and then be denied letting them get off the bus.

ASSEMBLYMAN BRYANT: So, you only find two casinos which are basically allowing you to have slots or your line run?

MR. DINGLE: The reason why I am saying this is, I have called a lot of casinos for slots. When I called maybe 30 days prior to my trip, they would say that they didn't have any slots. But, I could go to any big agent, or any big carrier, and buy them for \$50.00 or \$100.00. On the other hand, the carrier that was holding me up

would pay me \$375.00 or \$350.00 to bring my bus into Atlantic City, and he would make \$600.00. Now, I have brand-new equipment. I have over \$500,000 invested here, but they are putting me out of business little by little because they have us locked in. If you happen to pick a line and turn your proposal in, and some of the big carriers are in that area, they are going to lie to the casinos that you are coming in on them, even if you are 25 blocks away. Half of the casinos sit there and listen. They don't check. Bally's sends someone down to check. A guy complained that I was near him, so Bally's sent someone down to check and he found out that I was not near him. There were no other companies around. He wanted everything for himself. He had the whole island tied up. If he thinks you are coming in there, he is going to stop you.

ASSEMBLYMAN BRYANT: My understanding is that if you have a line that goes into Bally's, you get the daily rate when your line comes in. You don't have to call for a slot.

MR. DINGLE: No, not on a line. I don't have to call.

ASSEMBLYMAN BRYANT: That's right. On the line you don't have to call.

MR. DINGLE: No.

ASSEMBLYMAN BRYANT: But if you use a charter, you do?

MR. DINGLE: Yes. With a charter I would call to see if I could get a slot to bring the bus in.

ASSEMBLYMAN BRYANT: Have you been turned away with charters at some of the other casinos, or not permitted, or whatever?

MR. DINGLE: I have never been turned away, but I have been denied slots when I knew they had them. They were giving them to other carriers, but they wouldn't give them to me. A lot of times I have -- I won't say a friend -- but I use a guy because I can't do any better. So, I go to this particular guy, a white carrier, and I say, "I need a slot." He gets on the phone and calls them while I am standing right there. As a matter of fact, I was in one guy's office -- and this guy is supposed to be a friend of mine -- and he called the Golden Nugget and asked about a line run for me. He explained to them that I was coming through a minority area, and the guy said, "Well, you know, we

don't want all blacks coming here on the buses." I heard that. I was sitting in the man's office, but he won't appear here. I can't tell you his name because he was just showing me how these people operate.

You know, things like that really make me feel bad. I don't consider myself a low-class person. I have a good business. It is hard for me to keep this business going because Atlantic City is hurting me. It's hurting me because everyone is coming here. The big carriers are taking what they want; they are pushing us right under. We can't survive. I can't survive paying \$100.00 for a slot.

ASSEMBLYMAN BRYANT: It is a major attraction on the East Coast, you're right.

MR. DINGLE: The big carriers have everything locked up. They can get anything they want. A guy like me can't get anything. I can't even get in to see the people when I come down here. This guy, Joe Buddy, insulted me very highly. He refused to see me and told me he was not interested in talking to me. I have a white driver working for me. If I send this guy in in his uniform, and if I am standing right there, he might talk. He will accept the guy in uniform and sit there and talk to him, but he won't talk to me. That really hurts.

ASSEMBLYMAN BRYANT: I can well sympathize with what you're saying.

ABRAHAM McDANIEL: I am Abe McDaniel from Cobra Coach Lines, New York City. First of all, I would like to thank you, Assemblyman Bryant, for all the effort you are putting into our situation here. I think the amazing part of this meeting this morning is that it started out with Mr. Gardner. Coming from the man who is the Executive Vice President of the Atlantic City Casino Association, I am a bit upset about the things he said. He then had the nerve to walk out without listening to what we had to say.

Mr. Gardner said that Greyhound and Trailways are the largest carriers. He also stated that the age of the buses -- that certain years are needed for carriers to enter the casino industry.

ASSEMBLYMAN BRYANT: I don't want to mess up your trend of thought, but I would like you to put on the record if you are doing a line run or if you are doing charter work. If you are doing a line,

I would like to know where it leaves from and what it does, so we will have a framework to deal with.

MR. McDANIEL: Presently, I am operating a line service into Bally's Park Place; I am also getting some charter work into Bally's Park Place, out of New York City, the areas of Harlem and the South Bronx. I will get to that once I have finished with this little part of my statement.

In terms of the years of the buses and the requirements made to black people-- The same major companies that Mr. Gardner spoke about have come into the casinos -- up until this date -- with 1968 model buses. Okay? There is no way for a greeter standing outside to tell a 1968 -- what is that Trailways bus, what do they call those buses?

MR. DINGLE: The Eagle.

MR. McDANIEL: They cannot tell a 1968 Eagle from a 1976 Eagle. There is just no way a greeter can tell. Number one, they are not that smart. Okay? Number two, it would require looking at the actual registration of the bus. But, when a minority bus company comes in, he can come in with a 1984 MCI-8 -- or I guess it is a 9-- Or, let's say, he comes in with a 1978 MC-8, or a 1970 or 1972 MC-8. No one can tell the difference between those buses without checking the registration. I have never seen a greeter checking the registration of a bus company at a casino. So, it is not as Mr. Pinkett stated in his professional, legal, typewritten document. He said it is not a question of black and white. This is a black/white issue, from beginning to end. However, I must say, with the exception of the statement of one of the carriers, in terms of Bally's Park Place, if every casino in Atlantic City was as lenient as Bally's Park Place is, we would have no need to be here today, believe me.

Now, Bally's Park Place did have a lot of problems in terms of doing business with minority carriers -- with black carriers, I should say. But, that was under the leadership and direction of Allen McClain, who Mr. Gardner admitted to me was a bad apple. He was a guy who went from casino to casino as a bus program manager. Any product of Allen McClain's turned out to be a bad apple when it came to black

people. A product of Mr. McClain's by the name of Vince Donlevy made a statement to me in his office on North Carolina Avenue that they were going to get rid of Trailways and keep it from coming in because Trailways brought too many black people out of Philadelphia who came into the casino industry, got the bonus, bought a cup of coffee, and went out on the boardwalk. So, they were going to eliminate Trailways because Trailways brought in too many black people.

Mr. Pinkett stated, again in his professional, legal document, that he was one of the first to do business with the casinos at Resorts International. If my memory serves me correctly, Resorts International opened up around August or September, 1978. Shortly thereafter, I was doing business with a white travel agency called -- Paul Muller was the travel agent -- I'll think of the name of it in a moment -- Landscape Tours. As long as I did business for that white travel agency, I had no problem with Resorts International. What happened was, this white travel agency was booking everything coming into Atlantic City with Cobra Coach Lines and Domenico Tours. I have the documentation from when Miss Georgianna Davis was giving out the permits. You had to go to Miss Georgianna Davis to get a permit. Cobra Coach Lines was one of the first out of the New York area to do business indirectly with the casino industry.

When this white travel agency was overbooked, he would pull my bus out of the black area and send it to the white area, and the black people would be left standing. So, I said, "Okay, pal, that is the end of you. We don't do anymore business." I dropped him. Then in 1981, I attempted to do business with Bally's Park Place in terms of a line run. There was Mr. Allen McClain. I was turned down cold. I went to Resorts International to do business, and there again was Mr. Allen McClain. Liberty Lines out of New York was doing business out of the North Bronx with a total number of seven stops from one particular area. There were some problems with Liberty and the group leader, or the agency leader of that area, so Liberty Lines was terminated.

When I went to pick up those same seven stops that were coming into Resorts International, Mr. Allen McClain told me they would have to send someone out to check the stops. I said, "Fine, but you just finished doing business with Liberty with those stops."

ASSEMBLYMAN BRYANT: He has worked for more than one casino?

MR. McDANIEL: Oh, yes. He has been from casino to casino. The last I heard he was at the Sands. Now I don't know where he is. I understand he is operating a tour agency in Philadelphia. I think the name of it may be Dimension Tours, but I am not too sure about that. This man is known throughout the industry, and Mr. Gardner admitted that this man was a bad apple. We sat with Mr. Gardner in his office about two years ago, telling him about the problem. Mr. Gardner told us the only thing he could do was make a recommendation. Now Mr. Gardner comes in and he doesn't even know the facts, yet he represents the Association. That is really puzzling to me.

Now, in terms of the insurance factor, again, which Mr. Pinkett spoke about-- I would just like to bring him, and maybe some others of us who do not know what is happening with insurance, up to date. As of January, 1985, it is a requirement of the Federal government that anyone who is holding an ICC license must have \$5 million worth of insurance. Now you have casinos right here in Atlantic City which are requesting \$10 million worth of insurance. It is not all of them. The Federal government came out in 1984 and said, "By January, 1984, it will be \$2.5 million, and by January, 1985, it will be \$5 million. At that time, you had casinos requesting from \$5 million to \$10 million, plus making them the additional insured. I can't see for the life of me why we should insure them when we can't even do any business with them. Still, in order to get one job a year-- I am not speaking about Cobra Coach now; I'm speaking about black people in general because I don't think if I, as a black man, am able to do work with the casinos, and masses of people are still suffering from the injustices of the casinos, that I have arrived. That is just not my nature. I am very surprised-- Well, I am not really surprised because I think that all of us who are black operators know that there is always one of us who will sell out others of us to those who are not of us. Never forget that. There will always be one of us. It's terrible to sit here and see people who have been in business for so many years who still have that type of mentality. It's amazing to me why people, Mr. Gardner especially, came here to say things the way they said them.

Regarding the person who attempted to do business with Harrah's Marina, I don't remember the young lady's name who used to be the bus program manager over there, but some of the casinos have bus program people who are the most prejudiced people in the world. They will never let you get any further than that. In terms of the tokenism Mr. Watkins spoke about, you will find Miss Carpenter, who is at Caesar's Palace, the most prejudiced person in the world, but they must keep that tokenism thing going. They must keep that going. She is the shrewdist person in the world. She will laugh you to death; she is always full of smiles. You can give her a proposal, and she will tell you, "I have to get to my people, and then I will get back to you." If you call her two weeks later, she'll say, "Well, I have not gotten to my people as yet." If you call her a month later, it's still "I have not gotten to my people yet." Then you take a drive down to Atlantic City, and she's busy, or the person she has to see is out. The only fair person at Caesar's Boardwalk Regency, as far as I am concerned, is Mr.--

FROM AUDIENCE: He moved.

MR. McDANIEL: He moved?

FROM AUDIENCE: He's now at Harrah's.

MR. McDANIEL: Oh, he's now at Harrah's, but you know who I am talking about.

FROM AUDIENCE: John Durkin.

MR. McDANIEL: John Durkin is who I am referring to.

FROM AUDIENCE: But, he is not there.

MR. McDANIEL: Okay. So, there are problems in terms of the casino industry. Again, I would like to say that the majority of the problems at Bally's Park Place were due to Mr. Allen McClain and his products. Once Allen McClain left Bally's Park Place, I was able to do business with them. I want Bally's Park Place to understand right now that I am not saying this simply because Cobra Coach Line is doing business with them. I am stating it because it is a fact. I think that anytime a person can speak the truth from experience, he can speak it without any doubts. Okay? Of course, there have been some incidents-- You know, I am not saying Bally's Park Place is perfect; I

am not defending Bally's Park Place, and I want them to understand that. I am just telling the truth. But, some incidents are still happening. As far as I am concerned, I think that whenever a minority operator is having a problem with Bally's Park Place, he should go directly to Bally's Park Place and face them head on and get the problem straightened out.

To prove what I am saying about Bally's Park Place is true, that is the only casino represented here this morning. So, that tells you that something is wrong, in spite of the fact that GED has not been able to find a motive for racial discrimination in the casinos. When GED is sitting with packages from different bus operators-- In one of the packages I submitted to GED, there was a bill sent to me from a white travel agent who has no responsibility to the casino, nor to the people, but who is able to get slots simply because he is white. I called Harrah's Marina for a slot, two slots as a matter of fact. I could not get the slots, and I asked a white travel agent to get the slots for me. The agent got the slots for me and charged me for them, not that she was involved. I could understand if she charged me for the making of her tickets, or whatever the case was, but there were no tickets involved. There was no expense to her. She charged me, I think it was \$4.00 per person, for making a telephone call to Harrah's Marina to secure the same slot, at the same time, with the same group, at Harrah's, that they rejected me for.

ASSEMBLYMAN BRYANT: I think your testimony was very loud and clear, and I am glad that you put it on the record. Not to defend GED, but I think in their report, as I read it, they said they did not find an intent to discriminate, but they did believe that it needed to be regulated. They said they are going to work on regulating the industry. I think that is a step in the right direction. It is quite evident to me that Bally's Park Place appeared today. It is quite evident to me, also, that Mr. Gardner, who represents the Atlantic City Casino Association, came ill-prepared to answer questions. He just basically made a general statement to this Committee.

It seems to me that we can no longer wait for the rest of the casinos to give us specific information. Also, it seems to me that we

are going to have to look at the Casino Control Commission and vest them with the authority to have that information delivered to them. They should also have the power to deal with that information as they receive it.

I think it is wrong that you have to go through intermediary sources which are not paying for slips, or slots, or whatever they call them -- packages. It seems this is something systematic that is being done and it is being experienced by most of the operators. I am going to tell you, I am quite proud of the operators I have seen come before me today. People would make us believe that the operators are shoddy and the buses-- I see one of the buses here. You didn't tell me, what does your fleet look like?

MR. McDANIEL: One of my buses is a 1978, and the other one is a 1977 GM. I have never had a problem in terms of the year of my coaches when going into Atlantic City, because it is my understanding that there were some casinos which were asking for 1973 or above. Then they moved it up to a different year. But the casino policies vary so much from one casino to another, and then those very policies with a casino are so flaky that you don't know what is Monday and what is Tuesday.

ASSEMBLYMAN BRYANT: As a bus operator, if you request it, will the casinos send you an actual guideline, such as, "These are our policies; you have to have 1973 buses; you have to have \$5 million worth of insurance" -- actual guidelines in writing as to what their policies are and how long those policies will be in existence?

MR. McDANIEL: No, I have never seen one that would. They will send you a letter each year asking you to make them an additional insured on your policy, requesting a certain amount of the value of the policy. It is our feeling, as the Minority Bus Owners of America, that if the casino industry is allowed to have us make them an additional insured, then what is going to stop the people in Dutch Pennsylvania or Seaside Heights from making us have them as additional insureds? This is one thing I don't understand. Why are we insuring their people? Who are we insuring? We have enough insurance on our buses. The Federal government makes sure of that. The Federal government said,

"As of January, 1985, you must have \$5 million on a bus that is licensed by the ICC." Why do we have to make an industry an additional insured? What is the reason? I have never been clear on that.

ASSEMBLYMAN BRYANT: I can't answer that for you. I am only here to take the information you want to offer.

MR. McDANIEL: I would like to know if your office can get information from the casinos about why we are insuring them. There may be some valid reason I don't know about, but if there is, then I would like to know what it is and how it will help us.

The second comment I would like to make is, in terms of ACBOA that Mr. Pinkett spoke about, ACBOA is an organization that is made up of large companies, predominantly large white companies, which have no concern for black companies, especially small black companies. Why would it be their concern to send someone here to speak on our behalf, when they have a monopoly on the operation as it is? It's really amazing. It's frustrating, after all of the suffering. I was up to six buses at one time, and as long as Allen McClain was at Bally's Park Place or Resorts International-- I would probably be out of business if he hadn't left. Now I am down to two buses, but I am still in the game. I still have a way of getting backup.

ASSEMBLYMAN BRYANT: Mr. McClain evidently shifted from one casino to another.

MR. McDANIEL: He did.

ASSEMBLYMAN BRYANT: We're not sure whether he did a good job or a bad job. My father always told me, and it's like if you were in the service, "It all depends on what your mission is." If his mission was to make sure that you didn't have bus operations, then he did a good job. If his mission was to see equal access, then he did a bad job. But we are not clear on his mission yet.

MR. McDANIEL: I saw a letter from one of the casinos which said that Mr. Allen McClain came out of Nevada, I believe it was -- one of the casinos out there -- and it told how he manipulated the passengers into the bus way of transportation to the casinos. They said what a good job he did, but they never said Mr. Allen McClain made a public statement that the people from the South Bronx

and Harlem were just too depressed to come into this area. He made that statement to me. Being black, I said, "You'll never forget this; I'll remind you." Then when I heard that statement this morning from a black man, when he spoke of depressed people, it's annoying.

ASSEMBLYMAN BRYANT: Thank you.

MR. McDANIEL: Thank you for your time.

ASSEMBLYMAN BRYANT: We are going to take about a three-minute break now.

(RECESS)

AFTER RECESS

ASSEMBLYMAN BRYANT: We are going to try to finish up so that everyone can get out of here in the next fifteen minutes to a half an hour. We appreciate everyone's patience.

At this time, the Committee would like to call Pamela Johnston of Shore Shuttle, Atlantic City. Before you get started, Ms. Johnston, I just want to go over the people who still want to testify. I have Vernon Barlow who wants to testify. I know I have Freeholder Bryant who wants to say a few words. Is there anyone else who wants to give testimony because I am going to close off the witness list? (affirmative response) Would you please state your name?

MR. FOUNTAIN (from audience): My name is Norman Fountain.

ASSEMBLYMAN BRYANT: Mr. Fountain, Park City Coach, Bridgeport, Connecticut, okay. So, we will go in this order: We will have Ms. Johnston, then Mr. Barlow, Mr. Fountain, and then Freeholder Bryant. Ms. Johnston?

PAMELA JOHNSTON: Hi: I expected my attorney to speak here today, but he had a conflict with time. So, I just have a few quick things to say. They may not be particularly--

ASSEMBLYMAN BRYANT: (interrupting) Let me ask you a couple of questions.

MS. JOHNSTON: Yes, sir.

ASSEMBLYMAN BRYANT: Are you the owner--

MS. JOHNSTON: (interrupting) Yes, owner and operator.

ASSEMBLYMAN BRYANT: Owner and operator of Shore Shuttle, Atlantic City -- a woman-owned bus company?

MS. JOHNSTON: Yes, sir.

ASSEMBLYMAN BRYANT: Where do you operate from? I am trying to get the geographical area you're dealing with.

MS. JOHNSTON: I operate from Somers Point, New Jersey, which is in close proximity to Atlantic City.

ASSEMBLYMAN BRYANT: Do you operate a line, or a charter, or both?

MS. JOHNSTON: A charter line run.

ASSEMBLYMAN BRYANT: Okay.

MS. JOHNSTON: I have three areas to comment on. I think this Committee hearing on minorities may benefit me only because I am a woman. I might fall under the umbrella thing of it. Personally, I can't document that my lack of access to the casinos is because I am a woman. I will say that there is a lack of access. I believe the slots I am interested in are line run, and since it is a closed area and they give you a specific time when you come in, these are not on a first-come, first-served basis. These are designated slots which are issued to a company, and they do not open up again. So, if you aren't the first one there to get the area when they open their doors, you don't really get a chance to participate. Therefore, I think it certainly favors existing companies. They perpetuate themselves that way because I think people like myself, who are interested in getting into the business, have a hard time getting a foot in the door. In fact, I often have a hard time getting in to see people initially, period. Through letters or phone calls-- Many times you will go to the casinos and they will tell you to go to a certain wall and pick up the phone on that wall. That may be your only contact, and not necessarily with the person in charge. It might be with the secretary or someone below her.

It is very hard to get in to be turned down in person, period. I think that probably ultimately, if we hang in there-- If we are financially capable of hanging in there long enough, if there are enough casinos, maybe eventually I will have a chance to provide my service to one of them.

I feel when they say, "This lot is not available because you are not providing a new market," that is not really so with me because I am the only authorized van service -- my service is a van service -- which has a DOT license to do specific door-to-door pickup. I am the only one in New Jersey with that license at this time. Therefore, any other services providing door-to-door pickup are really in noncompliance with the license they hold. They have extended it on their own to include this service.

I feel I can offer something that no other company at this point can offer, and I can do so legally. That is a fault I find with the Department of Transportation. I feel they are faulty in regulating. They made me wait for a special designated license when I got in touch with them and told them what service I wanted to provide. They made me wait, rather than get the kinds of licenses already available, until they established the special specific license for my business, the type of business I wanted to operate. There for a while I was doing the right thing, following the guidelines, and the other companies which did not have the right approval -- and some of them had no authority at all to operate -- were operating with the casinos.

When I contacted the Department of Transportation to the effect that some companies had no licensing, whether it was correct or incorrect, had none at all, Mr. Massina from the Department of Transportation told me to, in other words, check it out myself, to get affidavits, and for me to do his leg work. This was his job. I wrote to the Attorney General, Mr. Kimmelman; I have written to the Department of Transportation; I am in close contact with many branches of the government. I'm sure they do not like to see my letters arriving.

I just feel there is faulty regulation. Plus, I believe GED or the Casino Control Commission should, in this aspect, regulate the transportation field, only because of the fact that a vendor going to a casino is a very lucrative business. I think that might help many companies. I think it would benefit me; I will just put it that way. I don't think it would hurt me. I feel there should be some type of regulation.

I'm sure what I am saying is not as critical as what you listened to today, but I feel this hearing somehow pertains to me.

ASSEMBLYMAN BRYANT: We find that what you have to offer is critical. I think from the outset -- I don't know whether you were here -- I said we are not only dealing with minority operators, we are also dealing with women operators and women-owned businesses. We find that many of the same things that plague minority operators also plague women operators. So, we will be looking into those areas. You can feel somewhat comforted that what you have said in terms of DOT-- We do have a representative here from the Department of Transportation and I'm sure she is listening. I'm sure she will take back to the Commissioner that we would like to know what kind of investigations are going on with regard to people who have been given lines and people who have paid for lines. When a report comes in, it would seem to me that DOT should then send out an investigator to see if, in fact, people are operating illegally, or without proper line identification.

I can say on their behalf that I have a bill which is going to start to regulate this whole operation down here. The bill was submitted about a month and a half ago. It would start to deal with the particular problem of people not having what we call an established line, who are picking up from different areas and coming to the casinos. We are trying to do this in sort of a package, dealing with it from the transportation side, DOT's side, as well as from the Casino Control Commission's side. I think you might see come out of this a sort of package of bills, some helping the Casino Control Commission and some helping DOT, and where they might not have regulatory powers now, they may come together to attack this, what we call lucrative business of providing services to the casinos.

We thank you for your testimony.

MS. JOHNSTON: Thank you.

ASSEMBLYMAN BRYANT: May we have Mr. Vernon Barlow from the Paris Executive Transport Company?

VERNON BARLOW: Assemblyman Bryant, I came today with the intention of being somewhat lengthy because this has been, in my case, a long story. However, I think it has been adequately addressed, at least in a general sense, by those who have spoken before me.

I, unlike most of those, in fact I think all of those who have spoken before me, am not in the bus industry. I deal with limousines and air travel, but the story is, nonetheless, the same as the situations you have been informed of today.

ASSEMBLYMAN BRYANT: What area do you work in with your limousines? What is basically your geographical area of concentration?

MR. BARLOW: Well, we work out of Atlantic City, or Pleasantville, across the Bay, and we go anywhere if someone is willing to pay for it. I would like to urge you in your effort to be certain to include other areas of transportation because the casinos certainly do purchase other types of transportation, i.e., limousines, aircraft, and water transportation.

ASSEMBLYMAN BRYANT: Do they actually contract with you?

MR. BARLOW: When you say contract, do you mean enter into a formal written contract?

ASSEMBLYMAN BRYANT: Yes, a formal written contract, or do they pay you for your services? Give me the situation with limosines.

MR. BARLOW: We have not been fortunate enough to contract with--

ASSEMBLYMAN BRYANT: (interrupting) I want to know what the general state of the art is.

MR. BARLOW: Well, it varies from casino to casino, much as the buses do. There are some contracted carriers operating out of casinos here in Atlantic City, but I would say, by and large, they are not. We find a similar circumstance in that a small number of limosine carriers are in a position to subcontract other companies. I can't even safely say that those companies which have a lock on the business are the companies that have the largest fleets. You could very well find yourself in a circumstance where a company has a small number of vehicles, but accesses larger companies to do subcontract work. I bring that up to suggest that the size of the fleet is not necessarily a criteria for--

ASSEMBLYMAN BRYANT: (interrupting) There are a lot of people who are going to read this transcript. What I am trying to get at so they can understand is, what is the advantage of a limosine?

With the buses, I know with slips they give you money in return. That makes a difference. As opposed to me taking someone to Atlantic City for \$25.00, they may get \$25.00 back in coin and food. I can understand that. How does it work with limosines?

MR. BARLOW: Okay. The criteria for selection is unclear to this provider. However, I can tell you what is not part of the criteria.

ASSEMBLYMAN BRYANT: Who pays for it? That is what I am trying to find out. I mean, if you send limosine service, who pays for it? Do the casinos pay you to pick up an entertainer, or whoever it is they use limosines for, maybe a high roller, or whatever?

MR. BARLOW: That's right, the casinos do pay. The order initiates within the position of host, if you will, who informs -- in a typical situation -- the marketing office that he would like to accommodate a preferred player. The marketing office checks out the situation to ensure that this person is really someone they are willing to spend money to bring down. The marketing office then calls the transportation office and the transportation office takes the information as to time and place of pickup, and then either completes the mission with a vehicle owned by that casino, or farms it out to one of the carriers they have a relationship with.

ASSEMBLYMAN BRYANT: The person who occupies your limosine does not end up paying you when he or she gets to the casino. That is what I am trying to get at.

MR. BARLOW: You're right.

ASSEMBLYMAN BRYANT: You would end up either getting a voucher or a check from the casino.

MR. BARLOW: We get a check from the casino.

ASSEMBLYMAN BRYANT: Have you applied to any of the casinos to do this?

MR. BARLOW: Yes.

ASSEMBLYMAN BRYANT: Which ones, if you recall?

MR. BARLOW: Pardon?

ASSEMBLYMAN BRYANT: Which ones, if you recall?

MR. BARLOW: Golden Nugget, Atlantis, Tropicana, Trump Plaza, and Harrah's.

ASSEMBLYMAN BRYANT: Have you been called by any of them?

MR. BARLOW: Yes, all of them from time to time. The most responsive one, I would say, is Harrah's. If I may, I would like to address your question about--

ASSEMBLYMAN BRYANT: (interrupting) Surely.

MR. BARLOW: It seemed to me you were alluding to the criteria used for the selection of companies. You brought that to my mind anyway. While I can't tell you what you need to have, I will tell you what doesn't affect it. The fact that you have brand-new Cadillac or Lincoln stretch limosines, complete with bar, T.V., VCR, velour seats, a tuxedo-attired driver who is sober, experienced, on time, white, black, female, old, young -- those things do not affect it. We know that because we have provided all of those things. So, while I don't know exactly what does affect the selection process, I do know that those things do not.

Also, pricing does not affect it. The lowest price definitely does not affect it.

ASSEMBLYMAN BRYANT: Is there an application? I mean, when you ask for business from the casinos, do you put an application in? Do you have to let them know what your insurance is, etc.?

MR. BARLOW: Yes. There is a general set of criteria. For instance, we are required to have an ICC license and to provide a certain level of insurance. Incidentally, we had heard so much about the insurance, that we walked in the door with \$5 million worth, per incident. That did not discourage anyone from using us.

ASSEMBLYMAN BRYANT: Did you get a letter back telling you that you had been accepted as one of their carriers?

MR. BARLOW: Yes. The problem with the letter is, it is a perfunctory exercise, I think.

ASSEMBLYMAN BRYANT: Do you know whether they call you on a rotating basis? In other words, assuming they have 10 cars, after they have exhausted their own cars, do they call this one, then the next one, then the next one?

MR. BARLOW: From time to time they do that.

ASSEMBLYMAN BRYANT: Have they ever issued you any procedures about how it is done?

✓ MR. BARLOW: Yes, several times. But, as I said, ^{they} it changed.

ASSEMBLYMAN BRYANT: Daily or monthly?

MR. BARLOW: Sometimes weekly, sometimes monthly. Virtually it is never more than a month. They usually change in a month or less.

ASSEMBLYMAN BRYANT: What kind of changes?

MR. BARLOW: They use reorganized lists. They change personnel and shorten shifts.

I also want to go on record as saying, and making it perfectly clear, that this provider of transportation services is philosophically opposed to regulation of the industry with regard to transportation. However, having one's self caught in a situation whereby we have to make payments to the bank, and we were given indications that there was far more business set aside than we could ever hope to consume, and having understood clearly that that word has never reached the point in the entity where the rubber meets the road, so to speak, down where the phone call was made from the business to the provider, I simply see no other way but regulation.

ASSEMBLYMAN BRYANT: How often do you get called a week?

MR. BARLOW: Pardon?

ASSEMBLYMAN BRYANT: How often do you get called a week? With all of the casinos you deal with, how often do you get called a week?

MR. BARLOW: I would say I get called three days a week. There have been periods-- There was a 16-week period when I didn't get called at all.

ASSEMBLYMAN BRYANT: When you say three days a week, is that for one trip, or two trips, or are you on a schedule where they pay you just to be available?

MR. BARLOW: No, no. They pay me for driving. They pay me for taking a passenger from point to point.

ASSEMBLYMAN BRYANT: When you say three days, is that one person, or is that maybe, in that three-day period, six trips, or five trips to Philadelphia, or wherever else you may be taking someone?

MR. BARLOW: Generally speaking, it is usually one casino. The days are Friday, Saturday, and Sunday. Monday through Thursday, we are generally not called. I think the record would bear me out.

ASSEMBLYMAN BRYANT: Are other limosine services used between Monday and Thursday?

MR. BARLOW: Yes.

ASSEMBLYMAN BRYANT: If you have any other information to offer, you may do so at this time. We appreciated hearing from you.

MR. BARLOW: I would urge you to consider in your deliberations and in the formulation of hoped for legislation to be aware, as I am sure you will be, that while we are diligently stating our arguments and our misgivings about a situation gone strange, there are people who are working equally as hard, if not harder, to try to develop a scheme so as not to have to do what we are urging you to do, what their chief executives have volunteered to do. I think that any rules or regulations, or legislation, that come about as a result of these hearings, or any other review procedures, should be comprehensive enough and followed through, so that the dollars are redistributed. That is what it comes down to. That is my point.

ASSEMBLYMAN BRYANT: Thank you. May we have Mr. Norman Fountain from Park City Coach?

NORMAN FOUNTAIN: My name is Norman Fountain. I represent Park City Coach from Bridgeport, Connecticut. I didn't come prepared with a speech, but I would like to add my testimony as far as giving you my support is concerned.

ASSEMBLYMAN BRYANT: There is no requirement for a speech. You just give us the information you have.

MR. FOUNTAIN: We operate three MCI, I would say, late model coaches, because they have been reconditioned. In the year 1984, we have taken our customers from the whole eastern seaboard, from Canada to Florida. I could count them on one hand if we have had any problems at all. So, we feel that our equipment is in very good condition.

We come into the casinos, basically Caesar's and Bally's Park Place, on a charter basis. We have been unable to get a line run. We requested it. The reason we requested it was because we had so much trouble getting slots for our customers.

There are other carriers in our area which bring people in, but that doesn't do our customers any good. We have customers who we

have been dealing with for the past 10 years. They like to run with us because we give them good service. They told us they want us to bring them to the casinos. Well, this is a business that we built. We feel that because we cannot get the slots, we are losing our customers. They want to come to Atlantic City so they go to the other carriers who can get the slots.

We get some slots, but they are not enough. If you want to compare, I would say maybe it is like the 2% you were talking about. It's so bad that our secretary doesn't even want to call to request a slot. Customers call in and I double check to see if she called for slots and she says, "Why should I call? They are only going to tell me they are all booked up." We have had a little success getting some slots from Caesar's on a few Saturdays, and a few from Bally's Park Place. Mr. Allan Doerr has helped us out a little bit lately. But, it is not near enough. Something needs to be done about it so we can get, even if not a line run, more slots, enough to be able to take care of our customers.

It gets to a point where the telephone bills-- We don't mind making the calls and paying the telephone bill if we can get the customers to come down. But, if we keep making phone calls and we can't get the trips, it is like spending good money, you know, it's like a waste of money.

Again, about the buses, we see brand-new buses on the road which are broken down, just as we see old ones. I admit that maybe they don't want antiques coming in to Atlantic City because of the class of people coming in, but we pass many new buses that are broken down. We went right past one, did our trip, and came back. The people are still telling us how long they were stuck on the road with the new bus. For instance, we had a friend who bought a brand-new bus, the accelerator jammed, and it smashed up. So, you can have problems with all kinds of buses. As I said, ours are reconditioned. I am sure a lot of the other gentlemen here today will agree that if your equipment goes through inspection -- we go through State inspection -- if it is not in good condition, they will not pass it. So, if the State feels it is good enough to run, we feel the equipment is safe.

I would like to say something about business. Small businesses make big businesses. If it were not for the small businesses, there would be no big businesses. Pennies make dollars. I think we should remember this when we talk about allowing the small businessman a chance to make a buck, just like a large businessman.

With regard to what Mr. Pinkett said about having nine buses when he started and now having 22-- If I could have brought people into Atlantic City the past few years, the people who wanted me to when I couldn't get the slots, I think the buses I have now would have tripled, or even more than that, because I have lost a lot of money.

ASSEMBLYMAN BRYANT: What part of Connecticut do you service?

MR. FOUNTAIN: Bridgeport and Stratford. I have pickup authority from ICC for five states, and there are 48 states that I can go to.

ASSEMBLYMAN BRYANT: And you've been in business for 10 years?

MR. FOUNTAIN: Yes.

ASSEMBLYMAN BRYANT: And you think you are being penalized for building up a clientele, as opposed to being rewarded. That is the American dream.

MR. FOUNTAIN: That's right.

ASSEMBLYMAN BRYANT: Thank you. We appreciate your coming, Mr. Fountain.

We will now conclude with a statement from Freeholder Lillian Bryant of Atlantic County. We want to thank the Freeholder for making this lovely facility available when our Committee called. It was her office which showed the diligence and made the effort to make sure that we would be accommodated, and accommodated well. We appreciate it.

FREEHOLDER LILLIAN E. BRYANT: Thank you; it was my pleasure. Mr. Chairman, the deliberations you have undertaken are monumental. I don't envy you. Certainly, as an elected County Freeholder here since 1975, and presently representing County government on the Atlantic County Transportation Authority, in addition to being a member of the Conference of Minority Transportation Officials, it is hard not to have some input on such a subject as this. May I also add that part of the

problem that anyone who lives or who was born and raised near Atlantic City would have, in terms of keeping quiet on anything that affects the casino industry, is because we have been dealt out for so long. When this industry came into town we thought we had a rightful place on the front line, but we found that we have been dealt out since its inception.

Myself and others worked here prior to the first casino being opened to ensure that minorities and women would get a rightful participating part of the action from top to bottom. One of the things we have found is that this is translated not just in the hiring practices of the casino hotels, but in their business practices, which makes it more demeaning than anything. I think, as you have heard in testimony, and I know as a former employee of the State Division of Civil Rights-- Regarding the tactic of going in and then sending a white counterpart in just to verify, that shows there is discrimination. You heard that today.

One of the things we see with the new industry is that everything that comes into Atlantic City seems to be tainted in terms of black and white. Certainly, we did not think the casino industry, which is geared to green, and green only, would be as tainted as it has been since its inception here. I used to make the joke that prior to the opening of the casinos I would like to get the toilet paper concession in any one of the casinos. That is a means for any small business person to become a big business person. Certainly, the ability to transport people to and from the casinos is a right that should be enjoyed by anyone who has enough money to open a business and to provide quality vehicles to transport individuals. But when we find, as we have historically found, that means are developed, invented, dreamed up, to eliminate a segment of the community, on a large basis, from participating in the mainstream, then that is something that government has to address in terms of regulating it.

For too long the industry has said that they are over-regulated in New Jersey, but we have found when left to their own volition they do little, if anything, to initiate practices which would afford the opportunity for blacks and women to do business with the

casinos. The gentlemen's agreement, and I use that term loosely, which has evolved over the years in terms of minority entrepreneurship and the utilization of minorities by the casinos, is a disgrace and an insult to anyone who happens to be of the feminine gender or a member of the black race.

You have given them an opportunity to exercise their own prerogatives and initiative and, as you see, it is in a state of disrepair. It is an insult to people living, and even those who have passed on, because they have called upon techniques which we assumed were dead and buried decades ago. Certainly, when an industry is dealing with billions of dollars, when you talk about 10%, 15%, or 25% of that being earmarked for blacks, other minorities, and females, it is not a banner that needs to be waved. It should be an automatic process in the evolving of the business, but it is not. Therefore, I would urge you, your Committee, and the Senate Committee to be cognizant of the situation which exists here. Perhaps it is the salt air which corrodes people's minds as they address business as usual. There are those of us who said to some of the casino developers long before they opened that they were, in essence, gods pertaining to the Casino Control Act, which meant that whatever they said went. That is why some of us attempted to develop training programs so we could have blacks and women participating in all spectrums of the business and in the economic rebirth of this region.

We can't even get buses, black or white carriers, to go from certain points within the City to the casinos because they are limiting their bus marketing programs. I have heard mention of some individuals who have circulated through the industry whose mode of operation, perhaps, is to eliminate black and female participation. So, as has been evidenced from testimony, and in the records you have received, the regulation is long overdue. May I offer my assistance to help you in whatever way I can from the local perspective. Mr. Murrell Watkins has been toiling long and hard in the fields regarding minority bus operators, and we certainly want to see him vindicated in terms of his commitment and his desire to see minority participation grow, to form an association, and to then reach out across the country, not just the

State, to say to other blacks and females, "I am a partner here. I have my feet in the sand."

We have found that the Casino Control Commission, with all its imperial wisdom, does not have the motivation to move aggressively on the industry they are there to regulate in the manner they should. Perhaps if you start with regulations for the bus operators, that might help us on the local level to join with you on the State level to ensure that blacks and females participate in terms of being employed from the highest executive positions to the lowest positions in the casino hotels, and enjoy doing business in all spectrums of the casino hotels; otherwise, we will close them down.

ASSEMBLYMAN BRYANT: Thank you, Freeholder Bryant. I would also like to thank all of the people who stayed and had the opportunity to listen until the end.

Atlantis did send a representative, at least to sit in and listen, and I should acknowledge that. She is the young lady sitting over there in the black, or blue skirt.

FROM AUDIENCE: So did the Golden Nugget.

ASSEMBLYMAN BRYANT: Oh, Golden Nugget sent someone?

FROM AUDIENCE: So did Tropicana.

ASSEMBLYMAN BRYANT: Oh, they all sent listeners, okay. Next time they might send some information. This Committee will probably hold another hearing because I always like to be fair. I am going to let all the casinos know we are asking them for documented information. We will give them a month's notice to send us the information. We will give them two weeks' notice before we have another hearing.

It is my view after hearing the information presented here-- I am not one who believes that we should over-regulate, but I also understand in the free enterprise system that sometimes there are systems within systems. In those types of situations, the argument I started out with about pulling one's self up by one's own bootstraps -- you can't do that unless you have boots. Since you do not control the major industry, many times you cannot control what happens to you when you are in an industry that is providing a service for another industry.

It is important that we move on. If any of those who were present today, or if any casinos, or if anyone else thinks that this Committee is not going to make some recommendations before the end of this legislative term -- which ends December 31, 1985 -- they are sadly mistaken. It is my position that by August we should have legislation prepared and ready to move, hopefully in both houses. Before the end of this legislative session, it should be on the Governor's desk. It is that important. The casinos have been granted seven years to regulate themselves, to show their own initiative, to show their spirit of cooperation, their spirit of free enterprise, and their spirit that openness is the way. I have not seen that happen. I am convinced that there must be action. The State is the only entity in a position to take that action. We are dedicating ourselves to doing that, and we will be doing that as quickly as possible.

With that, I will close, and thank you all for coming.

((HEARING CONCLUDED))



APPENDIX



CASINO SERVICE INDUSTRY FACT SHEET

	<u>TOTAL</u>
Active Registered Casino Service Industry Vendors	11,824
Casino Service Industry Applicants	665
Licensed Casino Service Industries	679
Registered Bus Companies	234
Licensed Bus Companies	13
Bus Company Applicants	18
Bus Company Applicants for Service Industry Licensure Exemption	6

134.1 (New Section) AFFIRMATIVE ACTION REQUIREMENTS REGARDING
MINORITY AND WOMEN'S BUSINESSES

(a) As a condition of receiving or holding a license, each applicant for or holder of a casino license shall demonstrate that all contracts and subcontracts awarded on or after the effective date of this amendatory and supplementary act in connection with the construction, renovation, reconstruction, alteration or repair of any structure or facility used or to be used as an approved casino hotel or related facility have been awarded in compliance with an affirmative action program affording equal business opportunities for minority and women's businesses which program shall be approved by the commission. Each applicant shall submit its program to the commission for approval prior to the submission of architectural or site plans for the proposed casino hotel or related facility, provided that each applicant which had submitted its architectural or site plans prior to the effective date of this amendatory and supplementary act shall submit its affirmative action program for approval within 90 days of the effective date. The program shall guarantee that the applicant or licensee, its contractors and subcontractors will afford equal business opportunities to minority and women's businesses consistent with this act and the regulations of the commission. Each applicant and licensee shall also be required to demonstrate that each of its contractors and subcontractors has agreed in its own contract

or subcontract to abide by the approved affirmative action program for the award of further contracts or subcontracts in connection with the construction, renovation, reconstruction, alteration or repair of any structure or facility used or to be used as an approved casino hotel or related facility.

(b) As a condition of receiving or holding its license, each applicant for or holder of a casino license shall formulate for commission approval and abide by an affirmative action program, consistent with this act and the regulations of the commission, whereby the applicant or licensee guarantees equal employment opportunities to minority and women's businesses for the supplying of materials, equipment, supplies, or other goods or the provision of transportation, entertainment or other services in connection with the operation and maintenance of the casino hotel and related facilities.

(c) (1) For purposes of this section the following terms shall have the meaning ascribed to them in L. ____ c. ____ (now pending before the Legislature as _____).

"Minority," "Minority business," "Woman," and "Women's business."

(d) For purposes of this section a minority business and a women's businesses shall be a business certified as such by the _____ in accordance with L. c. _____.

135. EQUAL EMPLOYMENT OPPORTUNITY; ENFORCEMENT
BY THE COMMISSION

The commission, in addition to and without limitation of other powers which it may have by law, shall have the following powers:

a. To investigate, or cause to be investigated, and to determine the percentage of population of minority groups in the State or in areas thereof from which the work force for the licensee is or may be drawn;

b. To establish and promulgate such percentages as guidelines in determining the adequacy of affirmative-action programs submitted for approval pursuant to the provisions of section 134 of this act;

c. To impose such sanctions as may be necessary to accomplish the objectives of sections 134 and 134.1;

d. To refer to the Attorney General or his designee circumstances which may constitute a violation of the "Law Against Discrimination," P.L. 1945, c.169 (C.10:5-1 et seq.);

e. To enforce in a court of law the provisions of sections 134 and 134.1 or to join in or assist any enforcement proceeding initiated by any aggrieved person;

f. To require the designation by a licensee of an [equal employment] affirmative action officer to enforce the provisions of sections 134 and 134.1 and this section and the regulations promulgated hereunder; and

g. To establish and promulgate guidelines and goals for determining the adequacy of affirmative action programs submitted for approval to the commission by applicants or licensees pursuant to section 134.1 of the act.

CASINO CONTROL COMMISSION

CASINO INDUSTRY BUS OPERATIONS

Rule Pre-Proposal: N.J.A.C. 19:43 and N.J.A.C. 19:45

Public Hearing: Date to be Announced.

Please take notice that the New Jersey Casino Control Commission is contemplating the adoption of regulations which would govern the conduct of business between casino licensees and bus companies serving their casino hotel facilities. This notice of pre-proposal is being published in order to obtain the response of interested persons prior to the drafting of actual regulatory provisions. The purpose and scope of the contemplated regulations are explained in the statement which follows. Interested persons may submit, in writing, data, views or comments, or proposed regulatory language, within 30 days of the publication of this notice to:

Robert J. Genatt, General Counsel
Casino Control Commission
3131 Princeton Pike
Building No. 5, CN-208
Trenton, N.J. 08625

A hearing will be held for the receipt of oral comment at a time and place to be announced after the receipt and review of written materials.

This is a notice of pre-proposal for a rule (see N.J.A.C. 130-3.2). Any rule concerning the subject of this pre-proposal must still comply with the rulemaking provisions of the Administrative Procedure Act, N.J.S.A. 52:14B-1 et seq., as

implemented by the Office of Administrative Law's Rules for Agency Rulemaking, N.J.A.C. 1:30.

This pre-proposal is known as PPR 1985- .

As the casino gaming industry in Atlantic City has developed, the use of buses to transport potential gaming patrons to the various licensed facilities has become an essential element in the overall marketing strategy of the casino industry. The Atlantic City Transportation Authority has estimated that approximately 1000 buses arrive in Atlantic City daily. Competition for the patronage of the approximately one million bus passengers who travel to Atlantic City each month has resulted in each casino licensee implementing bus promotional programs which are designed to attract bus patrons to their particular casino hotel.

Generally, these bus promotions operate as follows. The individual bus patron (or a group of patrons in the case of a charter arrangement) purchases a bus ticket from a bus company authorized to operate bus service to Atlantic City. Upon arrival at the particular casino hotel which is "sponsoring" the trip, the bus patrons receive various complimentary gifts or services, which usually include coupons redeemable for a roll of coins and a meal or beverage at the facilities of the sponsoring casino licensee. These complimentaries are paid for by the sponsoring casino licensee and often exceed in value the price of the bus ticket. Generally, these arrangements involve no direct exchange of monetary consideration between the casino licensee and the bus company. The bus company is compensated

through the fares it collects directly from the passengers. The casino licensee benefits by knowing that a certain number of bus passengers will be arriving at and utilizing the services of its casino hotel facility.

Obviously, the key factor in the operation and success of these bus programs from the perspective of the bus company is the availability of the complimentary service package provided by the casino licensee. The number of intercity buses which may be directly off-loaded at a casino hotel facility is determined both by legal requirements and practical considerations. Accordingly, only a limited number of opportunities exist at any particular casino hotel on any given day in which to carry out the "arrival phase" of the bus promotion. There are approximately 130 of these arrival opportunities, which are commonly referred to as "slots," at each casino hotel facility each day. For various reasons, a licensee may not utilize all of the bus slots which are available to it on a given day.

There are essentially two types of bus service which transport passengers to Atlantic City. The first is regular route, or "line," service. Line buses operate on a regular schedule along an established route. The second type is charter service. Charter buses are specially hired by private groups to provide transportation to a location designated by the users. Both types of bus service participate in the promotional programs conducted by casino licensees, although the complimentary service package available may vary depending upon

the type of service involved.

During the past two years, the Commission has received numerous complaints concerning the casino bus programs described above. Many of these complaints have come from small privately owned bus companies, including minority-owned enterprises, who were having difficulty securing "slots" from casino licensees which would enable them to participate in casino bus promotions. As a result, the Commission requested the Division of Gaming Enforcement ("Division") to conduct an investigation of casino bus promotions, with specific focus on allegations of racial bias in the administration of these programs.

The Division issued its investigative report on March 18, 1985. Although the Division concluded that there was no evidence of systematic exclusion of small bus companies from participation in casino bus promotions on the basis of race or other impermissible classifications, the Division did raise serious questions concerning whether casino industry bus operations were dominated and controlled by a limited number of large bus companies to the exclusion of several hundred smaller operators who are also certified to do business in Atlantic City.

The following is a summary of the major findings contained in the Division's March 18, 1985, report. A copy of this report may be obtained upon payment of the requisite copying fees from the Lawrenceville offices of the Casino Control Commission.

Line run participation in casino bus promotions is apparently awarded by casino licensees on the basis of various factors, including the bus company's experience and reputation; the need for new or additional service in the proposed area; the quality of the proposed loading sites; the features, condition and age of the company's buses; the extent of the company's insurance coverage, and its certification status with the appropriate transportation regulatory agencies. According to the Division, casino licensees apply these undefined criteria in an irregular manner when soliciting or accepting bus operators. Perhaps because of this, the casinos perpetuate the domination of the bus industry by a few larger bus companies which have established reliable records of service to the casino hotels. Thus, established line bus operators are generally given first refusal on available bus slots. Moreover, the Division found that these same line bus operators are also given first refusal on any available charter bus slots.

The Division found that most casino licensees do not have any standard procedures whereby notice of bus slot availability is provided to interested bus companies. Nor do standard procedures exist as to how bus slots may be reserved, confirmed, cancelled or reassigned. Once again, the Division found that the practical effect of this situation is that most bus slots are filled by the established bus companies before the smaller companies learn of their availability. One consequence of this preferred treatment is that one of the primary criteria used in evaluating new proposed service, the adequacy of existing service in the area, is usually resolved in favor of the established large bus companies.

The cumulative effect of these practices, according to the Division, is that minority involvement in casino bus promotions is "far below that which is appropriate or representative." Moreover, the Division concludes that the larger bus companies enjoy, in effect, a "virtual monopoly over the casino bus industry." Thus, the only way the majority of smaller bus companies are able to participate in casino bus promotions, unless a casino terminates a particular ongoing service, is to purchase bus slots from the larger bus companies when they decide not to use slots assigned to them. This practice obviously decreases the profit margin of the smaller bus company and further diminishes its ability to compete.

Based on the Division's report, it would appear that the casino bus industry is dominated by a limited number of large bus companies. The Division has recommended that steps be taken to increase the participation of minority-owned and other small bus companies in this industry. The Division has suggested that remedial action in this area might be based, in part, on N.J.S.A. 5:12-1b(12) which provides that:

Since the economic stability of casino operations is in the public interest and competition in the casino operations in Atlantic City is desirable and necessary to assure the residents of Atlantic City and of this State and other visitors to Atlantic City varied attractions and exceptional facilities, the regulatory and investigatory powers and duties conferred by this act shall include the power and duty to regulate, control and prevent economic concentration in the casino operations and the ancillary industries regulated by this act, and to encourage and preserve competition.

The Division interprets this provision of the Casino Control Act to support the proposition that competition within industries that support and service casino operations is an essential consideration in the public policy of this State. Since the Division believes that its findings indicate that healthy competition within the casino bus industry is lacking, the Division has suggested that "corrective measures should be taken to protect the public interest and to fulfill express public policies."

More specifically, the Division has recommended that appropriate remedies should address, at least, the following issues:

1. Whether uniform operating procedures for the allocation of line bus and charter bus slots should be established on an industry-wide basis.
2. Whether the procedures for reservation or booking, confirmation and cancellation of bus slots should be standardized throughout the industry.
3. Whether slots available for charter service buses at each casino facility should be filled on a first-call, first-reserved basis with no preference given to companies with established line run service to the particular casino hotel.
4. Whether objective and detailed criteria for the establishment of line run service should be developed and regularized.

5. Whether a certain percentage of available bus slots at each casino hotel should be set aside for the use of minority owned or operated bus companies who wish to institute and otherwise meet the objective requirements for a line run service.

The Commission is seeking, through the publication of this rule pre-proposal, the comments of interested persons concerning the possible adoption of regulations which would implement the Division's recommendations. In addition to the Division's proposals, the Commission would also like the comments of interested persons on contemplated regulations which would:

6. Require each casino licensee to file for approval by the Commission a bus operations submission which would specify, for example, that casino's standards and procedures for evaluation of the suitability or adequacy of a potential bus service provider; for the allocation of line bus and charter bus slots; for the announcement of available bus slots, and for the reservation, confirmation, cancellation and reassignment of bus slots.

7. Require that bus slots only be assigned and authorized by casino licensees, with any unused or cancelled bus slots being "returned" to the casino licensee for reassignment.

8. Require all bus slots to be reopened periodically to assure equal access to all interested bus companies.

9. Limit the amount of business which any particular bus company may do with each casino licensee to a specified percentage of the licensee's total bus operations.

The Commission may propose regulations which would incorporate any one or more of the regulatory concepts discussed herein. Any written comments submitted, therefore, should address the possibility that any or all of these proposals may eventually be adopted.

EXHIBIT - 1

BALLY'S
PARK PLACE CASINO HOTEL

RE: TURNAROUND CHARTER MARKETING BUS PROGRAM
TO: TOUR OPERATORS & BUS COMPANIES

Dear Sir or Madam:

Thank you for your interest in Bally's Park Place Charter Marketing Program. The program is available to all qualified tour operators and properly licensed bus carriers. Interested individual groups must place their bookings with your company.

Bonuses are available to groups visiting Bally's Park Place at no charge to the group. The bonus must be used by the passengers themselves on the day of the visit.

There is a limit to the number of groups that can be serviced properly, therefore, all bookings will be taken on a first come basis from all agents.

Attached are the requirements for booking charter groups with Bally's. In addition, we have attached an outline of our Rules and Regulations that must be adhered to by all participating agents. Any questions should be brought to our staff's attention immediately.

Once again, thanks for your interest and we look forward to you visiting Bally's Park Place Casino Hotel, Atlantic City's Winning Address.

Very truly yours,

BALLY'S PARK PLACE



ALLAN J. DOERR
Manager/Charter Marketing

REQUIREMENTS FOR TURNAROUND BONUS PARTICIPATION

1. Our bonus program is eligible to groups on a FIRST-DAY FIRST CASINO STOP basis only.
2. Prior to booking a turnaround group with Bally's Park Place, the following information must be sent to:

Bally's Park Place Casino Hotel
Park Place and Boardwalk
Atlantic City, NJ 08401

ATTN: CHARTER MARKETING DEPARTMENT

3. It is a requirement of this office and the Casino Control Commission that we have the following information on file for the acceptance of your company into our charter program:

ON COMPANY LETTERHEAD:

- a. Name of the Company.
 - b. Address of Company.
 - c. Company telephone number.
4. Name of the Principals of the Company:
 - a. President.
 - b. Vice President.
 - c. Treasurer.
 - d. Secretary.
 5. Including:
 - a. Home address of each principal.
 - b. Date of birth of each principal.
 - c. Home telephone of each principal.
 6. All Bus Companies must provide our office with:
 - a. Copy of their ICC, DOT Authority.
 - b. Certificate of Insurance listing Bally's as an additional insured. NO PHOTO COPIES of this form will be accepted.
 7. All Travel Agencies must provide our office with their IATA number and the bus company(s) they intend to use.

8. All buses will be greeted by a Bally's Park Place Charter Representative who will greet the passengers, give bonus, and assign a departure time to driver and passengers.
9. All participants must be at least 21 years of age. This is a New Jersey State Law. ALL PATRONS must abide by this standard in order to enter the casino or to receive any bonus from the Bus Service Representative. Proper attire is also required by patrons.
10. The turnaround bonus program is subject to change and can be withdrawn at the option of Bally's Park Place Management.

We are very excited about all the new attractions at our Casino Hotel. Please contact our Charter Marketing Office at 800/772-7777 extension 2336 to make your bookings- Monday thru Friday between the hours of 9:00am - 5:00pm.

We at Bally's Park Place Casino Hotel appreciate your interest and participation and look forward to serving you in the future.

BALLY'S

PARK PLACE CASINO HOTEL

FOR INFORMATION PURPOSES ONLY

ATTENTION ALL BUS COMPANIES/TRAVEL AGENTS

1. Bally's is a first day - first casino stop ONLY!
2. Groups must stay a minimum of 5 hours.
3. All participants of the group must be of legal gaming age.
4. Groups must arrive on air conditioned and restroom equipped motor-coaches (excluding van service).

PROCEDURES FOR BOOKING CHARTERS

1. There is a limit to the number of groups that can be serviced properly, therefore, all bookings will be taken on a first come basis from all agents.
2. Each agent must have two (2) midweek bookings for every weekend booking.
3. Provide us with a least a 7 day notice for booking your Bus or Charter Group.
4. CANCELLATIONS must be called in immediately.
5. No more than 3 bookings from each company per day.
6. BLOCKING of Charter space is prohibited.
7. Cancellations and No Shows will be monitored to detect a pattern of abuse. Any Company may be cancelled from our Charter Program at Management's discretion.
8. All bonus packages subject to change without notice.
9. Bally's reserves the right to change or modify any of the above as it deems appropriate without notice.

PARK PLACE AND THE BOARDWALK, ATLANTIC CITY, NEW JERSEY 08401/609-340-2000

BEFORE THE
TRANSPORTATION COMMITTEE
NEW JERSEY STATE ASSEMBLY

- - - - -
STATEMENT OF
LESLIE PINKETT, MEMBER
ATLANTIC CITY BUS OPERATORS ASSOCIATION
- - - - -

MY NAME IS LESLIE PINKETT. I AM A MEMBER OF "ACBOA", THE ATLANTIC CITY BUS OPERATORS ASSOCIATION. I AM ALSO THE PRESIDENT OF PINKETT'S SHORE LINE, INC., AND SHORE LINE TOURS, INC., RESPECTIVELY.

ON BEHALF OF THE MEMBERSHIP OF ACBOA, PLEASE ACCEPT OUR APPRECIATION FOR THIS OPPORTUNITY TO PRESENT OUR VIEWS ON THE ISSUE OF MINORITY CARRIER PARTICIPATION IN THE BUS INDUSTRY SERVING THE ATLANTIC CITY CASINOS.

ACBOA IS A NON-PROFIT TRADE ASSOCIATION OF OVER 80 BUS COMPANIES AND AFFILIATED NON-CARRIERS. MEMBERS OF THE BUS INDUSTRY MAY PROPERLY ENJOY SUBSTANTIAL CREDIT AND RECOGNITION FOR CONTRIBUTING TO THE ACKNOWLEDGED SUCCESS OF THE ATLANTIC CITY CASINOS, THE WORLD'S LARGEST SINGLE BUS DESTINATION AREA. APPROXIMATELY 85 PERCENT OF THE MOTOR BUS COMPANIES BRINGING TOURISTS AND CASINO PATRONS TO ATLANTIC CITY ARE ACBOA MEMBERS.

THE MEMBERSHIP OF ACBOA VIGOROUSLY OPPOSES ANY SUGGESTION OR CONTENTION THAT MINORITY-OWNED OR OPERATED MOTOR COACH CARRIERS, OR POTENTIAL ENTRANTS INTO THE INDUSTRY, HAVE ENCOUNTERED ANY RACIAL DISCRIMINATION OR PREJUDICE IN THEIR DEALINGS WITH THE CASINOS IN ATLANTIC CITY. ANY PROPOSAL TO CREATE QUOTAS FOR THE MANDATORY ALLOCATION OF CASINO BUSINESS TO MINORITY-OWNED OR CONTROLLED CARRIERS WOULD DISREGARD THE HISTORICALLY FREE AND FAIR BUSINESS ENVIRONMENT CREATED BY THE CASINOS. SUCH A QUOTA SYSTEM WOULD FURTHER SERVE TO PENALIZE THOSE DEDICATED CARRIERS WHICH HAVE EARNED THE OPPORTUNITY TO SERVE THE CASINOS BASED ON THE PROVISION OF CONSISTENTLY HIGH QUALITY SERVICE.

AS THE BLACK OWNER AND PRESIDENT OF PINKETT'S AND SHORE LINE, I FEEL PARTICULARLY WELL-QUALIFIED TO ADDRESS THE ISSUE OF OPPORTUNITIES FOR MINORITY OPERATORS TO SERVE THE ATLANTIC CITY CASINOS. PINKETT'S WAS THE FIFTH COMPANY -- AND THE FIRST BLACK-OWNED COMPANY -- TO INITIATE MOTOR COACH SERVICE TO THE ATLANTIC CITY CASINOS. FROM THOSE EARLY BEGINNINGS WHEN I OPERATED ONLY 9 MOTOR COACHES, I NOW OPERATE 25 VEHICLES INTO THE ATLANTIC CITY CASINOS. FIFTEEN OF THE MOTOR COACHES IN MY FLEET ARE BRAND NEW. MY ATLANTIC CITY OPERATIONS NOW ACCOUNT FOR 75 PERCENT OF MY BUSINESS. WERE IT NOT FOR THE OPPORTUNITY I HAVE BEEN GIVEN TO GROW AND PROSPER IN THE ATLANTIC CITY MARKET, I DON'T KNOW WHETHER MY BUSINESS WOULD HAVE BEEN ABLE TO GROW AT ALL.

AS A BLACK OPERATOR WITH YEARS OF EXPERIENCE SERVING THE ATLANTIC CITY CASINOS, I STATE WITHOUT HESITATION THAT I HAVE NEVER BEEN THE VICTIM OF ANY TYPE OF DISCRIMINATION ON THE PART OF THE ATLANTIC CITY COMMUNITY, AND PARTICULARLY THE CASINOS. ON THE CONTRARY, IT IS THE OPEN AND FAIR ATTITUDE OF THE CASINOS THAT HAS ENCOURAGED ME TO GROW AND PROSPER BY PROVIDING THE BEST POSSIBLE SERVICE TO MEET THEIR NEEDS.

I FIRST ENTERED THE ATLANTIC CITY BUS MARKET AT THE URGING OF PERSONNEL FROM RESORTS INTERNATIONAL. I HAD INQUIRED ABOUT THE OPPORTUNITY TO SERVE ATLANTIC CITY CASINOS AND RESORTS WAS EXTREMELY RECEPTIVE. RATHER THAN SCREENING ME OUT BECAUSE I WAS BLACK, RESORTS ACTIVELY ENCOURAGED ME TO ENTER THE ATLANTIC CITY MARKET. TODAY, I SERVE ALL OF THE ATLANTIC CITY CASINOS FROM MY OPERATING TERRITORY ON THE EASTERN SHORE OF MARYLAND AND IN THE STATE OF DELAWARE. I BELIEVE MY RECORD OF GROWTH AND PROSPERITY IN SERVING THE ATLANTIC CITY CASINOS IS A TRIBUTE TO THE EQUAL OPPORTUNITY PRESENT FOR ALL PERSONS AND CARRIERS INTERESTED IN THE ATLANTIC CITY MARKET.

I AM TESTIFYING HERE TODAY ON BEHALF OF ACBOA BECAUSE I HAVE HEARD CHARGES OF BIAS AND DISCRIMINATION AGAINST MINORITIES AIMED AT THE ATLANTIC CITY CASINOS. I AM PERSONALLY OUTRAGED AT THESE CHARGES BECAUSE MY EXPERIENCE IN THE INDUSTRY TEACHES ME SUCH ALLEGATIONS ARE COMPLETELY WITHOUT MERIT. I HAVE FOUND FROM THE VERY BEGINNING THAT THE

ATLANTIC CITY CASINOS JUDGE BUS OPERATORS ON PERFORMANCE AND NOT ON RACE. IF A CARRIER PROVIDES THE TYPE OF HIGH-QUALITY, CONSISTENT PASSENGER SERVICE THE CASINOS REQUIRE, SUCH CARRIER WILL GROW AND PROSPER. IF, ON THE OTHER HAND, A CARRIER OPERATES INFERIOR MOTOR COACH EQUIPMENT, OR FAILS TO MEET THE HIGH SERVICE STANDARDS REQUIRED TO ENCOURAGE PASSENGERS TO PATRONIZE THE CASINOS, THE CASINOS QUITE UNDERSTANDABLY WILL HESITATE TO DO BUSINESS WITH THAT CARRIER. PERFORMANCE AND RELIABILITY ARE THE ONLY REQUIREMENTS I HAVE ENCOUNTERED AS A BLACK BUS OPERATOR SEEKING TO DO BUSINESS WITH THE ATLANTIC CITY CASINOS.

AS A BLACK BUS OPERATOR, I CONCEIVABLY COULD ENJOY A SHORT-TERM BENEFIT FROM ANY PROPOSAL TO IMPLEMENT MANDATORY QUOTAS OR LEVELS OF PARTICIPATION FOR MINORITY-OWNED CARRIERS SERVING THE ATLANTIC CITY CASINOS. I AM, HOWEVER, FLATLY OPPOSED TO ANY SUCH CONCEPT. MANDATORY QUOTAS OR LEVELS OF PARTICIPATION IN FAVOR OF ANY DEFINABLE GROUP WOULD MERELY SERVE TO DESTROY THE EXISTING INCENTIVE FOR BUS OPERATORS TO PROVIDE THE BEST POSSIBLE SERVICE FOR THE CASINOS. BECAUSE OF MY EARLY REPUTATION FOR PROVIDING RELIABLE AND TOP-QUALITY SERVICE, I HAVE ENJOYED THE EXPERIENCE OF HAVING CASINO BUS PROGRAM MANAGERS CALL ME TO REQUEST MY SERVICE. I HAVE GROWN AND PROSPERED, BASED ON MY REPUTATION AND PERFORMANCE. ANY TYPE OF MANDATORY QUOTA OR SUGGESTED GOALS OF PARTICIPATION FOR MINORITY OPERATORS WOULD BE AN INSULT TO ME AND MERELY

REWARD THOSE WHO MAY CHOOSE NOT TO PROVIDE THE QUALITY SERVICE NECESSARY TO SUCCEED IN ATLANTIC CITY.

AS IN ANY BUSINESS, IT TAKES A GREAT DEAL OF HARD WORK AND PERSEVERANCE TO DEVELOP A CLIENTELE OF ATLANTIC CITY PATRONS. I ESTIMATE THAT I HAVE INVESTED AS MUCH AS \$1.5 MILLION IN DEVELOPING MY SERVICE SCHEDULES, ROUTE STRUCTURES, AND LOYAL PATRONS TO SERVE THE ATLANTIC CITY CASINOS. ANY PROPOSAL WHICH WOULD FORCE ME AND MY FELLOW ACBOA MEMBERS TO RESTRUCTURE OUR OPERATIONS WITH THE CASINOS IN ORDER TO ACCOMMODATE SOME MANDATORY PARTICIPATION LEVEL FOR MINORITY OPERATORS SIMPLY WOULD WIPE OUT OUR INVESTMENT AND IGNORE OUR YEARS OF HARD WORK. BECAUSE OF THE LONG PERIOD OF TIME IT TAKES TO DEVELOP SUCCESSFUL LINE RUNS INTO THE ATLANTIC CITY CASINOS, I SUGGEST ANY MANDATORY REALLOCATION OF SERVICE OPPORTUNITIES ULTIMATELY WOULD RESULT IN A LESSER QUALITY SERVICE FOR THE TRAVELING PUBLIC. SUCH A RESULT WOULD BE BAD FOR THE CASINOS, BAD FOR BUS OPERATORS LIKE MYSELF AND MY FELLOW ACBOA MEMBERS, AND BAD FOR THE CONCEPT THAT INDIVIDUALS SHOULD BE JUDGED ON MERIT AND NOT ON THE COLOR OF THEIR SKIN.

AS A FINAL MATTER, LET ME SUGGEST THAT SHOULD ANY MINORITY-OWNED CARRIER OR POTENTIAL ENTRANT INTO THE ATLANTIC CITY BUS MARKET BELIEVE HE OR SHE HAS BEEN DISCRIMINATED AGAINST BY ANY CASINO OR OTHER ATLANTIC CITY ENTITY, SUCH PERSON SHOULD MAKE FULL USE OF THE MULTIPLE GOVERNMENTAL AND JUDICIAL SYSTEMS ALREADY IN PLACE TO INVESTIGATE THE FACTS

AND RECTIFY ANY DISCRIMINATION FOUND. IT MAKES NO SENSE
WHATSOEVER TO CREATE THE PERCEPTION THAT A PROBLEM EXISTS AND
THEN CONSTRUCT AN ELABORATE MAZE OF REGULATIONS WHICH CAN ONLY
SERVE TO DIMINISH OUR FREE AND PRIVATE ENTERPRISE SYSTEM.

RESPECTFULLY SUBMITTED,

LESLIE PINKETT, MEMBER
ATLANTIC CITY BUS OPERATORS ASSOCIATION

DATED: May 20, 1985

REBUTTAL REPORT

of the Division of Gaming Enforcement

REPORT TO THE CASINO CONTROL COMMISSION

Regarding

Complaints of Minority Bus Operators

March 18, 1985

Submitted By

MINORITY BUS OWNERS OF AMERICA

May 15, 1985

ATLANTIC CITY, NEW JERSEY

CASINO CONTROL COMMISSION

Mr. Walter N. Reed, Chairman
Casino Control Commission
3131 Princeton Pike, Bldg. 5
Trenton, NJ 08625

Mr. Joel R. Jacobson, Vice-Chairman
Casino Control Commission

Mr. Carl Zeitz, Commissioner

Mr. E. Kenneth Burdige, Commissioner

Mrs. Valerie H. Armstrong, Commissioner

NEW JERSEY LEGISLATURE GENERAL ASSEMBLY

Mr. Wayne R. Bryant, Esq.
Chairman
General Assembly
240 West State Street
Trenton, NJ 08618

Mr. Paul Cuprowski
Vice Chairman

Mr. Thomas P. Foy, Assemblyman

Mr. Newton E. Miller, Assemblyman

Mr. John S. Watson, Assemblyman

MINORITY BUS OWNERS OF AMERICA

Mr. Murrell I. Watkins, President
Atlantic City, New Jersey

Mr. Abraham McDaniel, National Secretary (New York City, NY)

Mr. Calvin Milburn, Jr., Legislative Director
Baltimore, MD

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at the Casinos

We feel that the Legislative body of the Division of Gaming Enforcement did not execute its responsibilities to the fullest.

We feel that this committee did not check out all the evidences available beyond the confines of the Office in reference to complaints echoed by the Minority Bus Operators, since the inception of the casinos in Atlantic City. They did not check out witnesses, forgery of tickets, phone calls, payoffs for slots, and falsyfing documents. The Division of Gaming Enforcement covered this information up.

The purpose of this investigation was to:

1. Find the facts on which to base complaints of Minority Bus Operators.
2. Check White operators line runs, charter slot procedures, type of equipment, and areas served. White operator and travel agency operated without a line-license on a Black operator's line. This incident was reported to the Affirmative Action Officer, Bally's Park Place, and the Department of Transportation.
3. Overseeing of the casinos' policy with reference to securing minority share of slots and line runs. Black bus owner operated legally while the White owner operated illegally and nothing happened after reporting this action to the proper authority.
4. Uncovering the questionable activities of the casinos' personnel: bus charter, marketing managers, charter sales, assistant managers, operation supervisors, and bus greeters. Marketing managers were aware of the fact that Whites were operating illegally.
5. Any subject that is within the scope of its power, we discovered that ninety percent of the materials in this rebuttal were given to the Affirmative Action Officer, Mr. Jack Wood and Mr. Richard Woodard.

Many significant topics have been investigated on racial discrimination in the United States. In our opinion, this has been one of the worst investigations on public record.

We feel that there is a blatant attempt to cover up racial discriminaiton toward minority operators by the Dept. of Transportation and the State of N.J.

Serious questions have been raised concerning discrimination at meetings with the Division of Gaming Enforcement, the Affirmative Action Officer, and the Department of Transportation of the State of New Jersey. No answers were given at these fruitless meetings. Witnesses who appeared expressed their concerns; however, nothing concrete was derived from these reports or discussions. Ms. Carolyn McCallum witnessed some of these complaints of Minority operators at these meetings.

We feel that the Assembly Transportation and Communication Committee should set into law, some rules to govern casinos and the Dept. of Transportation of the State of New Jersey with reference to equality to all licensed bus operators who desire to do business with the casinos. We also feel that DOT and the casino industry have set a horrible precedent in racial discrimination against minority carriers.

What constitutes grounds for this New Jersey Legislature General Assembly to look into the report of the Division of Gaming Enforcement.

We hope the General Assembly will determine which evidence and what version or portion of that evidence is relevant and necessary to draft a bill for the protection of minority bus operators going to the casinos.

The report did not constitute adequate compliance.

The minority operators will furnish the Legislature Assembly more material and witnesses related to the cover up of casino racial discrimination against minority bus operators.

Preparing for the presentation of evidences, we hope the Assembly will adopt rules so that open hearings will be given unless the Committee votes to close them; provide for radio, newspaper, and television coverage of any open hearing.

We ask the Committee to hear witnesses and receive evidences, we feel are necessary in bringing to the fore front, this coverup from the casinos and the Department of Transportation of New Jersey.

We ask the Committee to request the Casino Control Commission to hold licenses of any casino who is and has been practicing racial discriminaiton against minority operators.

The facts are all on record and witnesses available concerning these inquiries.

Civil Rights, misuse of office and coverup; failed to act on leads and evidence given.

The tragedy of the State Department of Transportation and the Atlantic City casinos on racial discrimination and the truth about all involvements; their role in the coverups, so long, and so tightly, within the solitude of the State of New Jersey that it could not be exposed without involving the State of New Jersey.

The course of investigation is without controversey.

Failed to secure equal rights for all.

Frank Fitzsimmons abuse of DOT. Power in such manner that he violated Murrell T. Watkins' constitutional rights, and civil rights, and forced him out of business.

The Division of Gaming Enforcement had more than enough leads and meetings to make a thorough investigation of this case. They had sufficient time to examine evidences with or without our assistance, if it were done correctly. But they refused to comply with the term "investigation" and there was an effort to keep evidence of false report from one of the casinos, evidence that should be rightfully used in the inquiry. Evidence from Philadelphia Daily News report by Scott Flander, articles and witnesses.

Evidence for payoffs for slots by minority to get into the a casino was not reported by Mr. Richard Woodard and Mr. Jack Wood.

Very little, if any, surveillance was done to check activities of casino personnel getting slots, names of new White bus companies, line runs, insurance rates, year of equipment, phone conversations. A great deal of of the information was given to the Division of Gaming Enforcement by Minority Bus Operators and the Affirmative Action Officer. (John Hayes to Richard Woodard); Murrell T. Watkins - Jack Wood; Abraham McDaniel - Jack Wood; Calvin Milburn - Jack Wood; and Richard Woodard.

Evidence was covered up in the Division of Gaming Enforcement Office by the Division in the presence of Minority Bus Owners Officers.

A lawsuit filed in U.S. District Court of Newark, New Jersey--Resorts International and Bally's Park Place Casino, DOT, Allen McClain, Eugene McDermott were in charge of casino bus programs and Frank Fitzsimmons from DOT.

Evidence supporting the charges will be presented in court. The court will hear arguments, witnesses, and documentations of evidences.

The two bus company owners who filed the lawsuit are: Murrell T. Watkins of Atlantic City, New Jersey and Abraham McDaniel of New York City, claimed the alleged racial discrimination severely damaged their businesses. Watkins was forced out of business. McDaniel's Cobra Lines had to file for bankruptcy, but is still operating.

The critical question this Committee must decide is whether the casino and DOT need to be regulated.

The minority witnesses will tell you that this type of regulation is definitely needed without the slightest hesitation.

Our constitutional rights have been violated in the worst way. If we are going to have one military force, one constitution, one postal service, then, we should have one set of rules for the casinos and the Department of Transportation.

We expect the Legislature to put into law, rules and regulations that will be fair to everyone governing transportation in this State and the casinos.

Here are two specific guidelines we feel should be put into effect immediately:

1. An open policy for all minority carriers going to any casino with a line run, or charter slots who has the specified amount of insurance and State inspected buses.
2. Minorities to receive all benefits as offered by the casinos to White travel agencies and White carriers.

1. The casinos opened the bus program to bus companies who filed for an application. This information was requested: ICC#, DOT#, line run, and to acquire an insurance policy in the amount of \$1,000,000,00.

Minority Bus Operators who filed and received license to do business with the casinos upon filing papers, DOT numbers, ICC numbers, issued a license which allowed them to bring patrons to the casinos; however, many of the White bus operators did business with the casinos without a license.

Many of the Minority bus operators were excluded from the casinos because the casinos didn't want minorities coming to the casinos; thus, minimizing Minority bus operators from doing business with the casinos. They used uncoded language to identify minorities. One such term as "dirty bus", referring to Black Bus Operators and Black patrons.

RESORTS INTERNATIONAL CASINO

1. Allen McClain
 - a. Abraham McDaniel--line run, charter
 - b. Murrell T. Watkins--line run, charter
2. Dianne Hamson

BALLY'S Park Place CASINO

1. Eugene McDermott
Abraham McDaniel (A bus company with a license)
2. Murrell T. Watkins and Eugene McDermott
Murrell Watkins and Allen McClain
Abraham McDaniel and Allen McClain

FRANK FITZSIMMONS (New Jersey Department of Transportation)

Ms. Carolyn McCallum, Office of Policy Analysis and Governmental Affairs, had heard our complaint from Newark, New Jersey to Atlantic City.

JOHN HAYES

Caesars and Bally's Park Place
Abe McDaniel - Caesars

Deprivation has been a constant obstacle for Black people in America.

We are not talking about racial discrimination in the Southern states of Alabama, Louisiana, Florida, Georgia, North Carolina, Tennessee, or Mississippi, but the State of New Jersey; city of Newark and Atlantic City by the Department of Transportation and the casinos, excluding Trump.

The Department of Transportation, at that time, was under the direction of Frank Fitzsimmons, and the casinos, under the control of the Casino Control Commission have violated our constitutional rights under the Thirteenth and Fourteenth Amendments. (See attached sheet under I. Preliminary Statement)

We have climbed from poverty without welfare, federal aid, and business loans; trying to share equally in the continuing prosperity of this affluent society in America.

Racial discrimination in the State of New Jersey has pushed Minority operators to the bottom of the economic ladder without any hope or justice in sight from this economic, depressive, state.

We, as citizens, have come from all walks of life; various backgrounds, who possesses many talents, and are trained in many areas such as: veterans, business people, educators, etc. Regardless of our accomplishments, we, as Blacks are still taken for granted and treated as second-class citizens of of the State of New Jersey.

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF NEW JERSEY

Civil Action No. 84-3528

FILED

AUG 27 1984

At 8:30
ALYN Z. LITE

01/27
2:10

MURRELL WATKINS, OCEAN BREEZE
TRANSIT CO., INC., ABRAHAM McDANIEL
and COBRA COACH LINES, INC.,

Plaintiffs,

vs.

RESORTS INTERNATIONAL, BALLY'S PARK
PLACE CASINO, THE STATE OF NEW JERSEY,
THE DEPARTMENT OF TRANSPORTATION OF
THE STATE OF NEW JERSEY, ALLEN McCLAIN
and EUGENE McDERMOTT,

Defendants.

COMPLAINT

I. PRELIMINARY STATEMENT

1. This is an action brought pursuant to the Thirteenth and Fourteenth Amendments to the United States Constitution and 42 U.S.C. Sections 1981, 1983, 1985(3) and 1988, which provide for a remedy in federal court to redress the deprivation of plaintiffs' rights to equal employment opportunities and to enjoin unlawful racially discriminatory employment practices by defendants.

The Affirmative Action Officer, Gaming Enforcement, and State officials have been unwilling to enforce the law of the land for the minority operators.

Minority operators with licenses were blocked from the casinos while White operators continued to operate illegally under the protection of the law, without a license.

Minority operators will never be able to improve their economic positions in the State of New Jersey under the officials who will not enforce the law. We are not impressed with tokenism operators, we consistently oppose tokenism as a quota and any proportional representation for Minority operators.

We found that there were inadequate reporting of racial discrimination by the Affirmative Action Office and the Gaming Enforcement.

Attempts to assess the balance between conciliation and formal procedures points to another main problem concerning human rights. Its persistent refusal to follow leads on background information supplied to them by the Minority Bus Operators to investigate to the fullest these concerns.

INTRODUCTION

May 16, 1985

Payoffs for slots were turned in to the Division and witnessed.

The Division covered up this activity.

PAGE #2

The Division on Civil Rights

Mr. Watkins requested the Affirmative Action Officer, the local Civil Rights, State officials, and federal, but no response from them.

PAGE #3

Ocean Breeze Transit Company, Inc. operated with a license granted by the State of New Jersey along with other Minority operators.

Charter and line run received additional monies per customer to bring patrons to the casinos. Minority operators were excluded from both of these programs.

PAGE #4

Section 4, Page 4, statement regarding money not being given licensee is untrue because Ocean Breeze Transit Co., Inc. received additional monies for bringing patrons to Resorts International and Caesars.

The casinos paid for the advertisement.

PAGE #5

Bally's Park Place granted Ocean Breeze permission to do business with their casino and permitted and approved Ocean Breeze Transit Co. to get a license to do business with them.

Ninety percent of the information in this rebuttal was given to the Division of Gaming Enforcement, witnessed and other printed materials, but they covered it up---Gaming Enforcement, Affirmative Action Officer.

PAGE #6

Paragraph #2

Mr. Woodard, in a Minority office, witnessed a closed, book slot for charter buses from the casinos. The same day, the same date, a White company called; then, ten minutes later, was given the same date, and day the Minority operator wanted and was told it was closed.

Mr. Woodard left this information out of his report.

PAGE #7

3,809 buses--Minority buses--January through May

This information is not true.

Atlantic City's traffic Monumental Program

This monumental problem has been with us for the past 15 years or more and has nothing to do with race or discrimination with the casinos. It's irrevelant to this issue. Bus traffic uses Route 40 to go to Golden Nugget and Tropicana. The rest of the buses use the Expressway and Route 30 to go to the other casinos.

ATTACHMENT A

Statistics presented in a report given to us by the Gaming Enforcement Division did not prove to be all minority bus operators as stated in the report.

The following casinos did not respond to the request from Gaming Enforcement:

1. Playboy
2. Claridge
3. Harrah's
4. Caesars

Statistics don't lie; we make liars out of statistics. Data in this report was manipulated to cover up the true facts of racial discrimination at the casinos; the number of charters and line runs into the casinos.

The illusion arises because of the following reasons:

1. No report from Caesars Casino
2. Harrah's Marina (No excuse) Gaming Enforcement had more than enough time to get the information requested.
3. Minority bus lines. See Attachment F (False report)
 - A. 104 Minorities reported by Division of Gaming Enforcement (untrue)
 - B. 11 White companies reported in the survey
 - C. 25 survey letters returned--incorrect addresses
 - D. 5 companies out of business more than 2 years
 - E. 4 travel agencies listed as minority bus companies
 - F. Casinos not participating: Playboy, Claridge, Harrah's and Caesars.

ATTACHMENT D

The total number of line runs and charter buses from January-May 1984

Data submitted to the Minority Bus Owners are found to be inaccurate. Figures are incorrect because Attachment F list 88 Minority bus lines that participated in the survey.

We have found that 25 of the addresses given have fictitious names and addresses. Twenty-five (25) letters were forwarded back to the Minority Bus Operators of American.

Eleven (11) are White bus companies, listed under minority--one (1) listed as a bus company, but instead, a truck company.

Seven (7) White travel agencies--others are unidentifiable because they did not respond to the survey.

We are positive of five (5) Black companies doing business with the casinos.

Seven (7) Black bus companies out of business and cannot get in.

ATTACHMENT F

In this statement, we have found inaccurate information documented with reference to the names of the bus companies and their correct addresses. We sent out 88 letters and 25 were returned because the addresses were incorrect. These addresses were given to us by the Division of Gaming Enforcement and they received this list of addresses of bus companies from the casinos, we were told.

All the addresses of Minority bus lines listed in Attachment F did not have zip codes or phone numbers, making it almost impossible for anyone to contact or check these persons.

SECTION I - Copies of Envelopes with Wrong Addresses

MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, NJ 08406-1112



ATTACHED - NOT KNOWN

Caribbean Travel Agency, Inc.
344 Woodland Street
Hartford, CT 06103

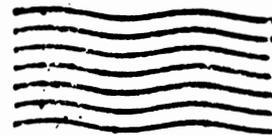
MBOA

Minority Bus Owners of America

1328 Penrose Avenue

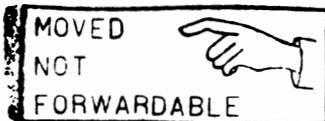


Atlantic City, N.J. 08401



Handwritten signature

VIP TRAVEL AGENCY, INC.
1725 K Street, NW
Washington, DC 20015



MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, NJ 08401



WILLIAM BUS RENTALS
RD 2, Box 37-A
Ebony, VA 23845

MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, N.J. 08401



ALWAYS USE ZIP

LEEWAY FLEETLINE
1321 Arch Street
Philadelphia, PA 19104

MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, N.J. 08401



ALWAYS USE ZIP

Insufficient Address

Del Pen Coachways
Chester
PA 19013



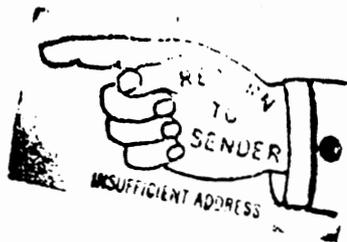
MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, N.J. 08401



Crusader Tours
Jersey City
New Jersey 07303

MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, N.J. 08401



Eur-Flo
Newark
New Jersey 07102

Insufficient Address

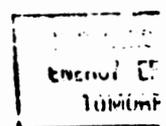
MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, N.J. 08401



TO YOU
3 SENDS
FORWARDING ORDER EXPIRES
DO NOT REMAIL
IN THIS ENVELOPE

Reliable Buses, Inc.
1225-36th Street
Brooklyn, NY 11201

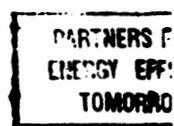
MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, N.J. 08401



GOLD TREE BUS COMPANY
4 Frances Drive
Montrose, NY 10548

Handwritten signature

MBOA
Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, N.J. 08401



Courtesy Bus Rental System
Old Indian Head Road
Brandywine, MD 20613

MAIL ADDRESS

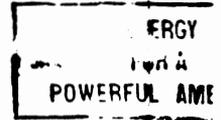
MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, N.J. 08401



JOY BUS
Washington, DC 20000



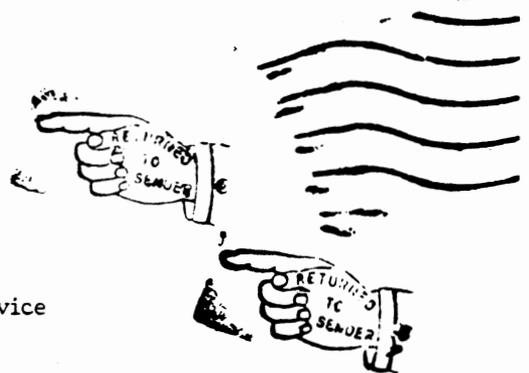
MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, N.J. 08401



Brown's Bus Service
Baltimore
Maryland 21233



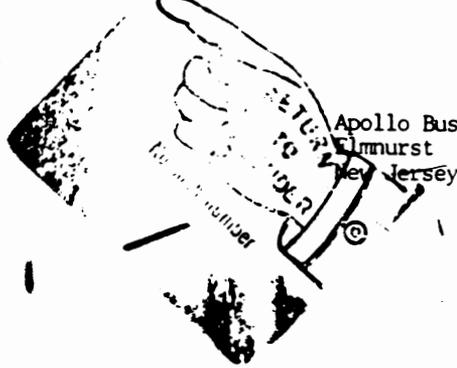
MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, N.J. 08401



Apollo Bus Lines
Elmurst
New Jersey

MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, N.J. 08401



Holiday Travel
1175 Broadway
Bridgeport, CT 06602

M. Miller
C

MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, N.J. 08401



Queen City
Plainfield
New Jersey 07061

MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, N.J. 08401



Vinnies Travel Agency
226 Dixwell Avenue
New Haven, CONN. 06101

MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, N.J. 08401



Park City Coach Service, Inc.
959 Main Street
Stratford, CONN. 06904

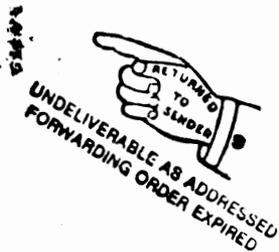
MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, N.J. 08401



Overland Coach Lines
501 Pine Street
Camden, NJ 08101

MBOA

Minority Bus Owners of America

1328 Penrose Avenue

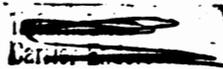


Atlantic City, NJ 08401



Return to sender
ATTEMPTED-NOT KNOWN

Way Limousine Service, Inc.
777 Colesville Road
Silver Spring, MD 20907



MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, NJ 08401



Bimshire
Brooklyn, New York 11201

MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, NJ 08401



SUBURBAN TRANSIT COMPANY
2728 12th Street, NE
Washington, DC 20002

NOT AT THIS ADDRESS

MOVED
NOT
FORWARDABLE

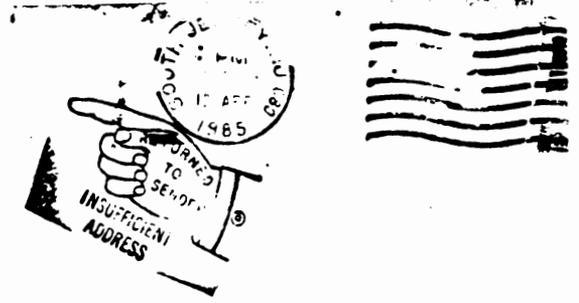
MBOA

Minority Bus Owners of America

128 Penrose Avenue



Atlantic City, N.J. 08401



Ridley Bus Company, Inc.
Minnesota Avenue, NE
Washington, DC 20002

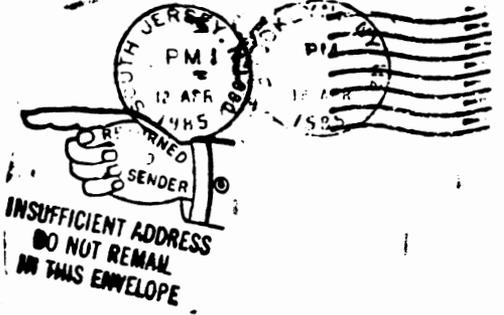
MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, N.J. 08401



Apple Bus and Coach Company
Brooklyn
New York 11201

MBOA

Minority Bus Owners of America

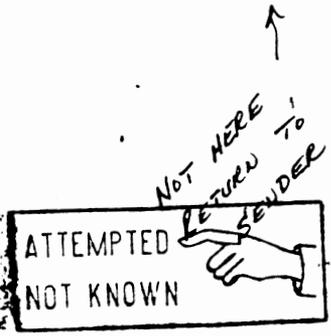
1328 Penrose Avenue



Atlantic City, N.J. 08401



D & F ANDREW LIMOUSINE COMPANY
601 13th Street, NW
Washington, DC 20015



MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, NJ 08401



Gladney Transportation

~~Baltimore~~

Maryland 21233 21218

MBOA

Minority Bus Owners of America

1328 Penrose Avenue



Atlantic City, NJ 08401



Overland Coach Lines

501 Pine Street

Camden, NJ 08101

RETURNED TO SENDER
UNDELIVERABLE AS ADDRESSED
FORWARDING ORDER EXPIRED

SECTION II - Correspondence of Complaints from MBOA PRESIDENT

MBOA

Minority Bus Owners of America



1328 Penrose Avenue

Atlantic City, N.J. 08401

M. Watkins - National President
609 345 8151
Atlantic City, N.J.

D. McDaniel - National Secretary
212-547-3100
New York, N.Y.

C. Milburn - Jr. National Legislative Director
301 732 4700
Baltimore, Maryland

July 21, 1984

Ms. Cindi Burton
The Atlantic City Press
Atlantic City, NJ 08401

Dear Ms. Burton:

In reference to your phone call to Mr. McDaniel, the National Secretary, concerning racial discrimination in the casinos, Black owners are experiencing much difficulties in getting slots in the casinos and as far as our knowledge, no advanced steps have been taken to correct this procedure.

We are still waiting for a response from a letter dated May 23, 1984 sent to Mr. Walter Reed, Chairman of the Casino Control Commission.

Minority Bus Companies coming into Atlantic City have to park down on Connecticut and Atlantic Avenues, unload passengers at this site, and then passengers must find other means to get to the casinos--walk or catch City transportation, which is an additional sum being added to what they have already paid for this trip to begin with; to get to the casinos in the City.

Because the casinos are employing this method on the Minority Bus Companies, they are losing the benefits of the casino package which includes coins, meals, shows, etc. are whatever is being offered at that period of time.

We have exhausted all of our means and at this point, we see no help in sight to eliminate these unfair practices.

Sincerely,

A handwritten signature in dark ink, appearing to read "Murrell T. Watkins". The signature is stylized and somewhat cursive.

Murrell T. Watkins

BS:bwt
174-15c-0661

6 AUG 1984

Mr. Murrell T. Watkins
President
Minority Bus Owners of
America
1328 Penrose Avenue
Atlantic City, New Jersey 08401

Dear Mr. Watkins:

This is in reference to your letter dated May 23, 1984, which alleges that the Atlantic City casino industry discriminates against bus companies owned by minorities and against the black community. We apologize for the delay in forwarding this response.

On November 23, 1983, we received a complaint from Calvert Milburn, Jr., National Legislative Director, Minority Bus Owners of America, who also alleged civil rights violations against the casino industry. This matter was assigned to Brenda Sheppard of my staff, who spoke with Mr. Milburn on several occasions. Ms. Sheppard discussed this matter with representatives from the Affirmative Action and Enterprise Licensing offices of the New Jersey Casino Control Commission, and with a representative of the New Jersey Department of Transportation. She also contacted representatives from the Interstate Commerce Commission's Small Business Assistance and Equal Employment Opportunity offices.

We carefully reviewed the information contained in your letter and in Mr. Milburn's letter, as well as the information gained as a result of discussions with various Federal and state officials. Our conclusion is the same as that communicated to Mr. Milburn on February 29, 1984. Specifically, we do not have jurisdiction over this matter because there does not appear to be a violation of a civil rights statute that is enforced by the Department of Justice.

Although the Department of Justice is prohibited by law from providing legal advice to private citizens, we would point out to you that a provision of the United States Code (42 U.S.C. § 1981), which provides that all persons shall have the same right to make contracts as white citizens, may apply to your situation. However, the Department of Justice has no

role in enforcing this statute. We understand that you have retained private counsel. You may wish to provide your attorney with this information so that you may better evaluate what course of action may be open to you.

Sincerely,

Stewart B. Onedlia
Chief
Coordination and Review Section
Civil Rights Division



JOHN P. SHERIDAN, JR.
COMMISSIONER

STATE OF NEW JERSEY

DEPARTMENT OF TRANSPORTATION

1035 PARKWAY AVENUE

CN 600

TRENTON, N. J. 08625

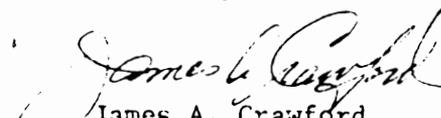
May 29, 1984

Mr. Murrell Watkins
National President
Minority Bus Owners of America
1328 Penrose Avenue
Atlantic City, New Jersey 08401

Dear Mr. Watkins:

As a result of your accusations against Mr. Fitzsimmons (your letter of May 14), Commissioner Sheridan has directed that I begin an informal investigation into the validity of such charges. As the first step, I have asked my secretary to contact you to arrange a meeting to review any information you may have. In particular, I would appreciate it if you could bring any copies of telephone bills indicating calls to Mr. Fitzsimmons and the dates and other such notations of meetings or attempted contacts in order to begin this investigative process.

Sincerely,


James A. Crawford
Assistant Commissioner,
Transportation Services

cc: Commissioner Sheridan

MBOA

Minority Bus Owners of America



1328 Penrose Avenue

Atlantic City, N.J. 08401

M. Watkins - National President
609 345 8154
Atlantic City, N.J.

D. McDaniel - National Secretary
212-547-3100
New York, N.Y.

C. Milburn - Jr. National Legislative Director
301 732 4700
Baltimore, Maryland

May 23, 1984

Mr. Walter N. Read, Chairman
CASINO CONTROL COMMISSION
3131 Princeton Pike, Bldg. 5
Trenton, NJ 08625

Dear Mr. Read:

Since casinos have opened its doors in Atlantic City, racial discrimination and corruption have reached all levels of public officials--mayor, judges, attorneys, affirmative action officers and the Office of Regulatory Affairs.

In the past 20 years, (1964 Civil Rights Act) the United States has made progress toward eliminating racial discrimination toward Blacks and Black Veterans under the pressure from the federal government.

Many of the nation's businesses have made a concerted effort to eliminate racial discrimination. The casinos came to Atlantic City with the idea of excluding as many Blacks as possible from their businesses, more subtle and complex than one originally envisioned. They are practicing and continues to practice the worst form of racial discrimination imagined toward Minority Bus Owners and the Black communities.

The discrimination by the casinos have an extreme effect upon the Black Bus Owners and the Black communities in America. They have given illegal White Bus Companies nonexistent, nonlicensed, preferences over Black Bus Owners who have been in business from five to fifteen years. Black Bus Owners who are casino licensed, line run licensed by New Jersey's Department of Transportation and the I.C.C. Authority.

They are pushing Black companies and Black communities to the bottom of the economic ladder, thus causing economic hardships, hostile attitudes, explosive friction between the casinos and the Black communities who are affected greatly by this form of discrimination while illegal nonlicensed White bus companies are getting rich.

The Affirmative Officers in Atlantic City, who are hired by the casinos, are not assisting the Minority Bus Owners. They are intimidated by the casinos. The Affirmative Officer, under the direction of Mr. Jack Wood was informed in writing, and by phone about racial discrimination against the Minority Bus Owners. He refused to answer our letters, return our phone calls at the beginning of the first year of this widespread, racial discriminatory practices by the casinos. He knows the Minority Bus Owners are victims of discrimination and are still being victimized by the casinos. He is powerless to correct the problem of double standards by the casinos. The casinos don't recognize Jack Wood when it comes to the Minority Bus Owners. Mr. Wood is backlogged with Minority Bus Owners' complaints and grievances. He doesn't know which way to turn. He has held many fruitless meetings with us and accomplished nothing because he is afraid of his position.

Mr. Jack Wood, Mr. Frank Fitzsimmons, Office of Regulatory Affairs of New Jersey and the casinos have put one Black bus company out of business because they failed to uphold the law.

The Division of Gaming Enforcement conducted an investigation from their office by phone and refused to follow up on leads offered by Minority Bus Owners. They have also concealed racial discrimination activities in their office on one occasion.

We have attended many useless meetings with Katherine Smith, Richard Woodard, Eugene Schwartz, and William J. McElroy. They have not gotten back to us with an answer. They told us we would receive an answer within a 120 days.

They have completed the investigation on racial discrimination toward Minority Bus Owners via phone calls to the casinos and through written communication from the casinos. Mr. Woodard made a couple of fruitless trips to check out leads in reference to the Black bus owners' plight without any valid results.

Of course, the casino gave Mr. Woodard incorrect information about their businesses in a positive way.

May 23, 1984

This persistent problem of discrimination warrant the Casino Commissioners to focus its attention on the problem immediately without the slightest hesitation.

We have exhausted all of our avenues--the bus stops here. We have followed the law and filed our complaints and grievances to all the proper authorities and Capitol Hill. They have put us on the "back burners" while the casinos are still operating with oppressive, discriminatory, White bigots running their bus programs.

Minority Bus Owners are requesting an open hearing so that each member can present his or her written evidences on racial discrimination practiced by the casinos. We are requesting again, that Casino Commissioners have Ms. Carolyn S. McCallum, Mr. John Sheridan, Mr. Ray Louf, Mr. Jack Wood, Mr. Richard Woodard, Mr. Frank Fitzsimmons, and all the presidents of each casino present at the meeting.

We would appreciate your immediate attention to this imperative correspondence and are looking forward to a very fruitful meeting with you and the Casino Commissioners.

Thank you very much for your time and efforts expended in checking out this information.

We shall expect a response from you very soon.

Yours very truly,



Murrell T. Watkins
President

MT/aw

cc: Joel R. Jacobson, Vice-Chairman
Casino Control Commission
Carl Zeitz, Commissioner
E. Kenneth Burdge, Commissioner
Don M. Thomas, Commissioner
Honorable William French Smith
Attorney General United States
Carolyn S. McCallum, Director of
Policy Analysis & Govt. Affairs
Ray R. Louf, Title VI Liaison Officer
John P. Sheridan, Jr., Commissioner, DOT
I. Kimmelman, Attorney General New Jersey

MBOA

Minority Bus Owners of America



1328 Penrose Avenue

Atlantic City, N.J. 08401

M. Watkins - National President
609-315-8151
Atlantic City, N.J.

D. McDaniel - National Secretary
212-547-3100
New York, N.Y.

C. Milburn Jr. National Legislative Director
301 732-4700
Baltimore, Maryland

May 14, 1984

Mr. Frank Fitzsimmons, Director
Office of Regulatory Affairs
McCarter Hwy & Market Street
P.O. Box 10009
Newark, NJ 07101

Dear Mr. Fitzsimmons:

This letter is in response to your letter dated March 28, 1984.

Since casinos have opened its doors in Atlantic City, racial discrimination and corruption have reached all levels of public officials-- mayor, judges, attorneys, affirmative action officers, and the Office of Regulatory Affairs.

I am requesting Ms. Carolyn S. McCallum, Mr. Ray R. Louf, Mr. James A. Crawford, Mr. Irwin Kimmelman, and Mr. John P. Sheridan, Jr. to launch a major investigation into your office. In my opinion, you used your office for personal gains and practiced racial discrimination against Ocean Breeze Transit Company, Inc.

Mr. Fitzsimmons, don't you feel that your offer of assistance for minority bus owners in the state of New Jersey is too much, too late after you have let white bus companies put Ocean Breeze out of business.

How did you find the time to write to me? I'm positive that you did not do this on your own accord.

I used to call your office on an average of three times a week, and you never returned a call to me. I requested many meetings with you and you never granted me a meeting to discuss a white bus company (Chick Tours) for taking people off of my line run.

May 14, 1984

I hired two attorneys who used to call you daily at your office to inform you about this unfair competition, and illegal operation in the Vineland area--going to the casinos. You refused to protect Ocean Breeze under the law and you violated my civil rights. But you let the white bus company keep on operating without trying to stop them and without a legal, line-run license.

You did the bare minimum to help Ocean Breeze. You had numerous meetings with Chick Tours. The outcome of one meeting was that Chick Tours said that Ocean Breeze was not operating and you levied a fine of \$1,000.00 against Ocean Breeze.

I had to hire an attorney to have the fine rescinded. Chick Tours continued to operate on my line run by taking people to the casinos.

On one occasion, you sent Vince Labasico to my office to discuss illegal operations and he was suppose to have gotten back to me with his findings, but he never did, nor did he return my phone call.

Other minority bus operators who were hired by Ocean Breeze in this area to fight unfair competition were Hayes Bus Co. and Hall Bus Co. You were given more than enough information to stop this illegal operation before it got out of hand, but you did not intervene. Phone calls to your office and letters were sent to you about this very serious infraction.

I came to your office, accompanied by a lawyer, to pressurize you into sending someone out to stop this illegal operation on my line run. They found Chick Tours guilty and ticketed the bus. By this time, it was too late to recover damage already done as far as income to continue operating my company was concerned.

If I had jumped Deminico, N.J. Transit, or the Atlantic City Transportation Company, or any other white bus company, you would have gotten every law available to put me in jail and revoke my license.

You stated in your letter that, I quote, "Please rest assured that every effort has been and will continue to be made to ensure that all petitions before this office are treated in an equitable fashion within the parameters of the law."

Mr. Fitzsimmons, your statement is untrue. I applied for the Salem route and no other company had applied at that time. You refused me that route and let Chick Tours take over.

I wrote a letter to Congressman William Hughes twice about this unfair treatment and you failed to comply.

Mr. Fitzsimmons

(3)

May 14, 1984

In my opinion, you have practiced racial discrimination against Ocean Breeze Transit Company, Inc.

Yours truly,



Murrell Watkins

cc: Ms. McCallum
Mr. R. Louf
Mr. J. Crawford
Mr. I. Kimmelman
Mr. J. Sheridan, Jr.
Hall Bus Company
Hayes Bus Company
C. Milburn
D. McDaniel
J. Wood
R. Woodard



STATE OF NEW JERSEY
OFFICE OF THE GOVERNOR
CN 001
TRENTON
08625

THOMAS H. KEAN
GOVERNOR

December 22, 1983

Mr. Calvert Milburn, Jr.
MINORITY BUS OWNERS OF AMERICA
1711 E. Lafayette Avenue
Baltimore, Maryland 21213

Dear Mr. Milburn:

Thank you for your letter in which you requested the assistance of my office in addressing problems encountered by minority bus owners in their effort to conduct business within the casino hotel industry in Atlantic City.

I want to assure you that my administration is determined to insure that all persons and firms enjoy full and equal opportunity to participate in the casino gaming industry and the expanding economy which that industry is generating.

As you are aware, the New Jersey Division of Gaming Enforcement has initiated an investigation in response to complaints by several minority-owned bus companies that they have been unable to establish business relationships with the various casino hotels in Atlantic City. I understand that the investigation is continuing and I am certain that you will be apprised of the Division's findings as soon as it is completed. Meanwhile, with regard to the Casino Control Commission, I understand that that agency's Division of Affirmative Action and Planning is putting together a program which it believes may alleviate many of the difficulties now being experienced by minority-owned bus and transportation service companies seeking to participate in the Atlantic City casino hotel industry.

As you know, the State statute and the Casino Control Commission regulations do not specifically address minority business entrepreneurship, per se. However, encouraging the participation of minority entrepreneurs and promoting their opportunity to provide services throughout the industry, is in full keeping with the spirit and intent of the casino gaming legislation and represents a desirable extension of State policy respecting affirmative action and equal employment opportunity.

Page Two

The program being developed by the Commission's Division of Affirmative Action and Planning is designed to advance that goal and I understand that the Commission intends to solicit the support of your organization in its implementation.

Again, thank you for communicating your concerns to me and if you have need for any additional information or assistance, please do not hesitate to contact Mr. Jack E. Wood; Director of the Division of Affirmative Action and Planning, Casino Control Commission at (609) 441-3203.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. H. Kean', with a stylized flourish at the end.

Thomas H. Kean
Governor

CHARLES B. RANGEL

16TH CONGRESSIONAL DISTRICT

NEW YORK

DEPUTY WHIP

COMMITTEES

WAYS AND MEANS

CHAIRMAN, SUBCOMMITTEE ON
OVERSIGHT

CHAIRMAN, SELECT COMMITTEE ON
NARCOTICS ABUSE AND CONTROL

THEODORE M. JONES
ADMINISTRATIVE ASSISTANT

Congress of the United States
House of Representatives
Washington, D.C. 20515

□ 2330 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
TELEPHONE: (202) 455-4385

DISTRICT OFFICES:

MS VIVIAN E. JONES
DISTRICT ADMINISTRATOR

XX

163 WEST 125TH STREET
NEW YORK, NEW YORK 10027
TELEPHONE: (212) 863-3900

□

856 WEST 181ST STREET
NEW YORK, NEW YORK 10033
TELEPHONE: (212) 827-6333

□

1708 LEXINGTON AVENUE
NEW YORK, NEW YORK 10028
TELEPHONE: (212) 348-8630

PLEASE RESPOND TO
OFFICE CHECKED

13 October 1983

Mr. Calvert Milburn, Jr.
National Legislative Director
Minority Bus Owners of America
1711 East Lafayette Avenue
Baltimore, Maryland 21213

Dear Mr. Milburn:

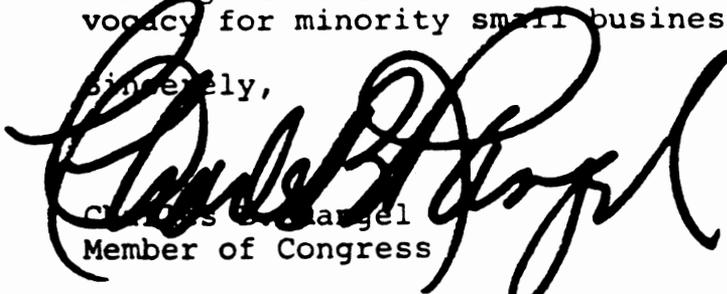
As you indicated in your letter dated September 1st, I wrote the casinos in Atlantic City to inquire about Cobra Bus Lines' application to pick up people in Harlem. Attached is my letter and the response I received.

The concerns that you expressed should be shared with the public elected officials representing the Atlantic City community as well as the New Jersey Division of Gaming Enforcement. Mr. McDaniel of Cobra Bus Lines was able to get the New York Daily News to write an article about his lack of a franchise to pick up people in Harlem and the South Bronx traveling to the casinos in Atlantic City.

On October 3rd, Senator Alfonse M. D'Amato and I gave a Minority Small Business Procurement Conference to address the issue of securing a proportional share of the sub-contracts as mandated by federal regulations. Mr. McDaniel attended this full day of workshops and seminars.

I recognize the need for additional conferences and advocacy for minority small businesses.

Sincerely,



Charles B. Rangel
Member of Congress

CBR:mms

cc: D. McDaniel
Myles M. Matthews

United States Senate

WASHINGTON, D.C. 20510

September 9, 1983

Calvert Milburn, Jr.
National Legislative Director
Minority Bus Owners of America
1711 E. Lafayette Avenue
Baltimore, Maryland 21213

Dear Mr. Milburn:

Thank you for getting in touch with me about my inquiry regarding the Gladney Transportation Company. It is helpful to know of the interest of your organization in this issue and I will certainly keep you informed of any response I receive to the questions I have raised about this problem. If you feel I can be of any further assistance in this or any other matter please do not hesitate to let me know.

With best regards,

Sincerely,



Paul S. Sarbanes
United States Senator

PSS/jpo

ATLANTIC CITY
**Casino
Hotel**
ASSOCIATION

William J. Downey
Executive Director

November 8, 1983

Mr. Calvert Milburn, Jr.
National Legislative Director
Minority Bus Owners of America
1711 E. Lafayette Avenue
Baltimore, Maryland 21213

Dear Mr. Milburn:

As we discussed during our conversation of November 3, 1983, the Atlantic City Casino Hotel Association is in no position to act on your complaints or allegations. It was my understanding that I would be meeting with you on Wednesday, November 16, 1983 at 10:00 a.m. to hear from you the problems that you have encountered.

It was my understanding that I would then relay your complaints to the individual casino hotels and, since you are also working with the Division of Gaming Enforcement and the Casino Control Commission, you would also be hearing from them.

It was not my intention to set up a meeting between the casino hotel owners and yourself but rather a meeting with me only, as a starting point. I again must state that the Association has no control over its members marketing efforts.

If the meeting with me is still acceptable, I look forward to seeing you on November 16, 1983. If it is not acceptable, then please contact me.

Sincerely,



David Gardner
Assistant Executive Director

DG:blv



NATIONAL ASSOCIATION FOR THE ADVANCEMENT OF COLORED PEOPLE

186 REMSEN STREET • BROOKLYN HEIGHTS, NEW YORK 11201 • TEL (212) 858-0800

BENJAMIN L. HOOKS
Executive Director

MARGARET BUSH WILSON
Chairman, Board of Directors

September 6, 1983

Mr. Calvert Milburn, Jr.
Minority Bus Owners of America
1711 East Lafayette Avenue
Baltimore, Maryland 21213

Dear Mr. Milburn:

This is in response to your mailgram of August 25th regarding charges your office filed against the casinos in Atlantic City through the New Jersey State Office of Gaming and Enforcement.

I have asked, with a copy of this correspondence, Mr. Fred Rasheed, Director of Economic Development, and Mr. Sam Wright, NAACP Labor Director, to contact you regarding discrimination against minority bus owners.

Thank you for bringing this matter to my attention.

Sincerely,

Benjamin L. Hooks
Executive Director

BLH:bh

cc: Fred Rasheed
Sam Wright



State of New Jersey

DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF GAMING ENFORCEMENT

RICHARD J. HUGHES JUSTICE COMPLEX
CN 047
TRENTON, NEW JERSEY 08625

WIN I. KIMMELMAN
ATTORNEY GENERAL

OMAS W. GREELISH
FIRST ASSISTANT
ATTORNEY GENERAL

THOMAS R. O'BRIEN
DIRECTOR

ANTHONY J. PARRILLO
DEPUTY DIRECTOR
OPERATIONS

JAMES F. FLANAGAN III
DEPUTY DIRECTOR
INVESTIGATIONS

October 14, 1983

Mr. Calvert Milburn, Jr.
Minority Bus Owners of America
1711 East Lafayette Avenue
Baltimore, Maryland 21213

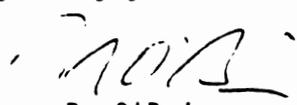
Dear Mr. Milburn:

I have now had the opportunity to review the report on the above-captioned matter prepared by Deputy Attorney General Kathy Smith.

Inasmuch as the report pertains to ongoing investigations, it is deemed confidential and under the Regulations promulgated by the Casino Control Commission, I am not able to release it to you.

Please be assured that we will continue to follow up on this troublesome issue.

Very truly yours,


Thomas R. O'Brien
Director

caw

c: Katherine Smith, Deputy Attorney General
Richard Woodard, EEO Officer



State of New Jersey

DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF GAMING ENFORCEMENT

RICHARD J. HUGHES JUSTICE COMPLEX
CN 047
TRENTON, NEW JERSEY 08625

THOMAS R. O'BRIEN
DIRECTOR

ANTHONY J. PARRILLO
DEPUTY DIRECTOR
OPERATIONS

JAMES F. FLANAGAN, III
DEPUTY DIRECTOR
INVESTIGATIONS

WIN I. KIMMELMAN
ATTORNEY GENERAL

OMAS W. GREELISH
FIRST ASSISTANT
ATTORNEY GENERAL

June 6, 1983

Mr. Colbert Milburn, President
Gladney Transportation
1711 East Lafayette Ave.
Baltimore, MD 21213

Dear Mr. Milburn:

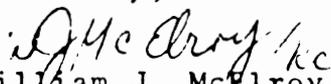
Our investigation of your allegations of discriminatory treatment in your attempt to operate regular bus service to the casinos in Atlantic City is continuing. During this investigation several other minority bus owners, when interviewed, have expressed similar concerns.

It is believed that it would be most expedient and more productive to schedule a meeting with you and some of the other minority bus owners affected, in order to more clearly define the issues and problems which you allege to be present.

This meeting will be held on Tuesday, June 14, 1983 at 10:00 a.m., at this office - Division of Gaming Enforcement, State of New Jersey, Richard Hughes Justice Complex, 1st Floor, 25 Market Street, Trenton, New Jersey 08625.

We are asking that you please try to attend. Please confirm your attendance by calling (609) 984-7202.

Sincerely,


William J. McElroy, Chief
Administrator of Operations

kjc

c. Director Thomas O'Brien
Deputy Director Anthony Parrillo
DAG Eugene Schwartz
Richard Woodard
Jack Wood, Casino Control Commission, Director A/A
Warner McBride, Casino Control Commission, A/A

WFO-0010

IMPORTANT: This form is affected by the Privacy Act of 1976. See Privacy Act Statement on reverse before completing it.

NAME (Intake Officer)

Please answer the following questions, telling us briefly why you believe you have been discriminated against in employment. An officer of the EEOC will talk with you after you complete this form.

(PLEASE PRINT)

DATE 7/21/83

NAME: MURRELL T. WATKINS (FIRST, MIDDLE NAME OR INITIAL, LAST)
ADDRESS: 1328 N. POWERS AVE
CITY: ATLANTIC CITY STATE: NEW JERSEY ZIP CODE: 08411 COUNTY: ATLANTIC
PHONE NUMBERS: 609-345-8154 (HOME), 609-645-3990 (OFFICE)

Please provide the name of a relative (other than spouse, friend, or neighbor who is in the local area and who would know how to reach you.

NAME: THOMAS THATCH RELATIONSHIP: FRIEND TELEPHONE: 609-349-0699 (include area code)
ADDRESS: 1731 PARK BLVD.

CITY: ATLANTIC CITY STATE: N.J. ZIP CODE: 08411

What action was taken against you that you believe to be discriminatory? What harm if any, was caused to you in your work situation as a result of that action?

Do you believe this action was taken against you because of: (Check the one(s) that apply and specify your race, sex, religion, or ethnic identity.)

X RACE [] SEX [] RELIGION [] NATIONAL ORIGIN [] OTHER, EXPLAIN BRIEFLY BELOW

I WAS DISCRIMINATED AGAINST BY: (Check the one(s) that apply)

EMPLOYER [] UNION (Give Local No.) [] EMPLOYMENT AGENCY [] OTHER (Specify) CASINO

NAME: DALLYS PARK PLACE NAME: RESORT IN TERNATIDAL
ADDRESS: PARK PLACES DEADWALK ADDRESS: NORTH CAROLINA & DEADWALK
CITY, STATE, ZIP CODE: ATLANTIC CITY N.J. 08401 CITY, STATE, ZIP CODE: ATLANTIC CITY N.J. 08401

Are you now employed by the Employer that harmed you? Answer below
FROM: (Date) NO: I APPLIED FOR: (Position) OR: I WAS EMPLOYED AS: (Position)
CURRENT POSITION: ON: (Date) UNTIL: (Date) I WAS: (Last org. hired, etc.)

Have you sought assistance about the action you think was discriminatory from any Government agency, from your union, from any other source? YES [] NO [] (If answer is yes, complete below.)

NAME OF SOURCE OF ASSISTANCE: DATE:

RESULT, IF ANY: CIVIL RIGHTS OFFICE ATLANTIC COUNTY
DIVISION OF GAMING ENFORCEMENT TOWNTON N.J.

Have you filed an EEOC Charge in the past? YES [] NO [X] (If answer is yes, complete below.)
PROX. DATE FILED: ORGANIZATION CHARGED: CHARGE NUMBER:

MBOA

Minority Bus Owners of America



1328 Penrose Avenue

Atlantic City, N.J. 08401

M. Watkins - National President
609.345.8154
Atlantic City, N.J.

D. McDaniell - National Secretary
212.547.3100
New York, N.Y.

C. Milburn - Jr. National Legislative Director
301.732.4700
Baltimore, Maryland

August 27, 1983

Mr. Richard Woodard
N.J. State Dept. of Law & Public Safety
Division of Gaming & Enforcement
Hughes Justice Complex, C.N. 047
Trenton, New Jersey 08625

RE: Multiple Discrimination
Claims, Casino's Atlantic City

Dear Mr. Woodard;

This writing is to officially advise of the handling of all claims now under investigation by your department, against the casino industry in Atlantic City.

Since this matter deals primarily with government, it is therefore requested that all contacts, inquiries, and data be handled through our National Legislative Department of which Calvert Milburn, Jr, is Director. You may direct all mail to 1711 E. Lafayette Avenue, Baltimore, Maryland 21213.

Your continued cooperation in this and related matters is very much appreciated, and it is hoped that our continued work relationship will produce the needed laws and opportunities we feel necessary for total growth and development in the industry by minorities.

Many thanks again, and it would be appreciated if you would pass this information on to the officers of your department, and with kind personal regards I remain

Sincerely yours,

Calvert Milburn, Jr.
National Legislative Dir
CMJR/cj

MBOA

Minority Bus Owners of America



328 Penrose Avenue

Atlantic City, N.J. 08401

M. Watkins - National President
609-345-8154
Atlantic City, N.J.

D. McDaniel - National Secretary
212-547-3100
New York, N.Y.

C. Milburn - Jr. National Legislative Director
301-732-4700
Baltimore, Maryland

August 27, 1983

Mr. Jack Wood
Casino Control Commission
City Center Bldg, 1300 Atlantic Avenue
Atlantic City, N.J. 08401
RE: Multiple Discrimination
Claims, Atlantic City Casinos

Dear Mr. Wood;

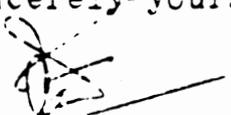
This letter will advise you and your staff of the handling by this organization and office, of all claims of discrimination by casinos against all Minority Bus Owners.

Such claims identified as Gladney Transportation, Cobra Coach Lines, Ocean Breeze, Hayes Bus Company, Jiggetts, I. Hall, Supreme, and any other minority Bus owners, will henceforth be handled to conclusion as a group, by this organization.

Request therefore, that all inquiries and data be forwarded to our National Legislative Director, Calvert Milburn, Jr. 1711 E. Lafayette Avenue, Baltimore, Maryland 21213. Phone: 301-732-4700.

Thank you for your cooperation and with kind regards I remain!

Sincerely yours,


Calvert Milburn, Jr.
National Legislative Dir

cc: M. Watkins, Nat'l Pres
A. McDaniel, Nat'l Sec'y

MBOA

Minority Bus Owners of America



1328 Penrose Avenue

Atlantic City, N.J. 08401

M. Watkins - National President
609-345-8154
Atlantic City, N.J.

D. McDaniel - National Secretary
212-547-3100
New York, N.Y.

C. Milburn - Jr. National Legislative Director
301-732-4700
Baltimore, Maryland

September 1, 1983

Honorable Charles Rangel
U. S. House of Representatives
Washington, D.C. 20510

RE: Racial Discrimination at
Atlantic City Casino's

Dear Sir;

Reference is made to contacts made your office by our National Secretary, Mr. A. McDaniel of Cobra Coach Lines, 3233 Laconia Ave, Bronx, N.Y. 10469, soliciting your help in the resolution of issues surrounding the above captioned matter.

To date we are yet meeting with the New Jersey Division of Gaming Enforcement, and we are getting no where fast. We are in need of assistance from your office, in the form of media coverage, and letters to New Jersey Government in an effort to resolve the issues.

A complete update on matters can be obtained through your contact with Mr. McDaniel of New York or our National Legislative Director, Calvert Milburn, Jr. 1711 E. Lafayette Ave, Baltimore, Md 21213.

Contact has been made with Rev. Jessie Jackson, John Jacob and Dr. Benjamin Hooks as with many others, all in an effort to discontinue the systematic discrimination against Blacks and Minorities by the Casino Industry.

Thank you for your continued support and assistance, and await your reply, with kind regards I remain

Sincerely yours,

Calvert Milburn, Jr.
National Legislative Dir

CMR/cj

73X



NATIONAL ASSOCIATION FOR THE ADVANCEMENT OF COLORED PEOPLE

166 REMSEN STREET • BROOKLYN HEIGHTS NEW YORK 11201 • TEL (212) 858-0800

BENJAMIN L. HOOKS
Executive Director

MARGARET BUSH WILSON
Chairman, Board of Directors

September 6, 1983

Mr. Calvert Milburn, Jr.
Minority Business Owners of America
1711 East Lafayette Avenue
Baltimore, Maryland 21213

*Minority BUS OWNERS
OF AMERICA*

Dear Mr. Milburn:

This is in response to your mailgram of August 25th regarding charges your office filed against the casinos in Atlantic City through the New Jersey State Office of Gaming and Enforcement.

I have asked, with a copy of this correspondence, Mr. Fred Rasheed, Director of Economic Development, and Mr. Sam Wright, NAACP Labor Director, to contact you regarding discrimination against minority bus owners.

Thank you for bringing this matter to my attention.

Sincerely,

[Signature]
Benjamin L. Hooks
Executive Director

BLH:bh

cc: Fred Rasheed
Sam Wright

DUPLICATE RETURN, VA. 22645
25PM



1-023309J237 08/25/83 TLX MILBURN BAL JFKA
01 BALTIMORE MARYLAND 8/25/83

60109

JG

RECEIVED AUG 29 1983

▶ DR. BENJAMIN HOOKS EXECUTIVE DIRECTOR, NAACP
186 REMSEN STREET
BROOKLYN, NY 11201

MESSAGE BEING SENT TO ADVISE OF TOTAL DISCRIMINATION AGAINST
MINORITY BUS OWNERS AND MINORITIES IN GENERAL BY ALL CASINOS
IN ATLANTIC CITY.

HAVE FILED CLAIMS AGAINST THE CASINOS THROUGH THE NEW JERSEY
STATE OFFICE OF GAMING AND ENFORCEMENT, AND WE ARE GETTING NO
WHERE FAST AS THERE ARE NO LAWS GOVERNING THE OPERATION OF
THESE PRIVATE CONCERNS IN THE STATE.

REQUEST MEETING WITH YOU AT YOUR EARLIEST TO FURTHER DISCUSS
AND GAIN ASSISTANCE FROM YOUR ORGANIZATION IN OBTAINING THE
THE SOLUTION NEEDED TO STOP THIS RACIAL PROBLEM NOW.

WE HAVE MINORITY BUS OWNERS WHO HAVE BEEN PUT OUT OF
BUSINESS AND MORE GOING WHILE WHITE OWNERS ARE PURCHASING
NEW EQUIPMENT EVERYDAY.

MR. RASHEED OF YOUR STAFF HAS BEEN MADE AWARE OF OUR CRISIS
SITUATION BY OUR MR MCDANIEL OF COBRA COACH LINES OF THE
BRONX AND I KNOW HE CAN ENLIGHTEN YOU ON THE PROBLEM.

PLEASE REPLY TO CALVERT MILBURN JR, NAT'L LEGISLATIVE
DIRECTOR, MINORITY BUS OWNERS OF AMERICA AT 1711 E LAFAYETTE
AVENUE, BALTIMORE MARYLAND 21213. WE ARE SENDING LETTER
VIA EXPRESS MAIL. CALVERT MILBURN JR MILBURN CHARTER TOURS
87403 MILBURN BAL

21109 EST

MGMCOMP

*Admittedly, I don't
know what the
Director is all about.
I don't know how
on the Director to talk with this matter*

75X

MEOA

Minority Bus Owners of America



1328 Penrose Avenue

Atlantic City, N.J. 08401

M. Watkins - National President
609-345-8154
Atlantic City, N.J.

D. McDaniel - National Secretary
212-547-3100
New York, N.Y.

C. Milburn - Jr. National Legislative Director
301-732-4700
Baltimore, Maryland

September 12th 1983

Mr. Jack Wood
Casino Control Commission
City Center Bldg, 1300 Atlantic Avenue
Atlantic City, N.J. 08401

RE: Request for Meeting to
Include Casino Hotel Owners

Dear Mr. Wood;

In our last meeting, we were advised by our President that you had proffered a suggestion that we meet with you and Mr. David Gardner, Acting Executive Director, Casino Hotel Owners Association.

Our President, Mr. M. Watkins phoned you to request a letter of your proposal, and to date it has not been forthcoming. We therefore accordingly request that such a meeting be arranged by or through your office for the purpose of meeting to once and for all resolve the issues before us.

This meeting could also be used as the vehicle by which we could hammer our a written agreement between the Blacks and Minorities and the Casino's now established, and those to be established in the future, wherein an equitable solution can be reached, and everyone gets a share of the industry.

Would appreciate your immediate attention to this matter, as we yet have folk going out of business, and the previous written agreement has yet to be found. Please advise of your handling by return letter to the undersigned at 1711 E. Lafayette Avenue, Baltimore, Maryland 21213, at your earliest convenience, and the

MBOA

Minority Bus Owners of America



1328 Penrose Avenue

Atlantic City, N.J. 08401

M. Watkins - National President
609-345-8154
Atlantic City, N.J.

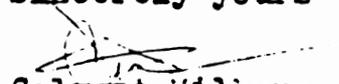
D. McDaniel - National Secretary
212-547-3100
New York, N.Y.

C. Milburn - Jr. National Legislative Director
301-732-4700
Baltimore, Maryland

Pg two of ltr to Mr. Jack Wood, dtd 9/12/83

results of this meeting could result in the clearing of many desks both in your area as well as ours, your kind cooperation is appreciated

Sincerely yours


Calvert Milburn, Jr.
National Legislative Director

CMJR/cj

cc: M. Watkins, Pres MBOA Nat'l
A. McDaniel, Sec'y MBOA Nat'l
D. Gardner, A.E.D of C.H.O.A.
File

PARREN J. MITCHELL
7TH DISTRICT MARYLAND

MEMBER OF THE HOUSE OF REPRESENTATIVES
MINORITY ENTERPRISE, ECONOMIC
DEVELOPMENT AND EMPLOYMENT

COMMITTEES
CHAIRMAN OF THE BUSINESS
COMMITTEE

Congress of the United States
House of Representatives
Washington, D.C. 20515

OFFICE ADDRESSES:
DISTRICT OF COLUMBIA OFFICE
2367 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-4741

SUBCOMMITTEES
CHAIRMAN OF THE SUBCOMMITTEE ON
SEA AND SBIC AUTHORITY, MINORITY
ENTERPRISE AND GENERAL SMALL
BUSINESS PROBLEMS

BALTIMORE DISTRICT OFFICES:
GEORGE FALLON FEDERAL BUILDING
ROOM 1018
31 HOPEINS PLAZA
BALTIMORE, MARYLAND 21201
(301) 862-3223

BANKING, FINANCE AND
URBAN AFFAIRS COMMITTEE

1903 BLOOMINGDALE ROAD
BALTIMORE, MARYLAND 21216
(301) 987-4531

SUBCOMMITTEES
HOUSING

July 14, 1983

JOINT ECONOMIC COMMITTEE

SUBCOMMITTEES
INVESTMENT JOBS AND PRICES
TRADE, PRODUCTIVITY AND ECONOMIC
GROWTH

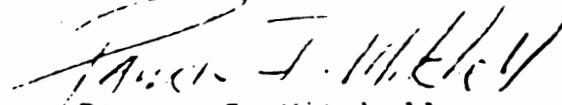
Mr. Calvert Milburn, Jr.
General Manager
Gladney Transportation
2739 Greenmount Avenue
Baltimore, MD 21218

Dear Mr. Milburn:

I am in receipt of your correspondence to
Congressman Peter Rodino regarding the problems you have
encountered with Atlantic City, New Jersey. I was sorry to
read of the problems you have faced with the casinos in that city.

As you know, I will be willing to assist you regarding these
problems. If you wish assistance from my office, would you please
contact my Special Assistant for Business, Mr. Frederick J. Williams.
Mr. Williams can be reached in care of my office, 2367 Rayburn
House Office Building, Washington, D.C. 20515, or call (202)225-4741.

Sincerely,



Parren J. Mitchell
Member of Congress

PJM: fwd

**SECTION III - Correspondence from Bally's Park Place
Ocean Breeze Transit Co., Inc.**



PARK PLACE

July 28, 1982

Mr. Murrell T. Watkins
President, Ocean Breeze Transit, Inc.
1812 Marmora Avenue
Atlantic City, NJ 08401

Dear Mr. Watkins:

This is in response to your letter dated July 21, 1982 in which you alledge race discrimination in operation of Bally's Park Place Bus Program.

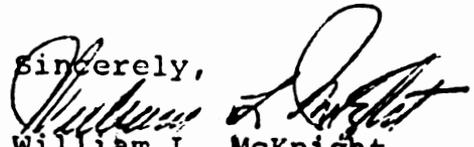
On receipt of your letter I arranged a preliminary meeting with Mr. Eugene McDermott, Charter Marketing Manager, with regard to your letter and decided to schedule a conference to discuss allegations.

During the conference it was revealed your company "Ocean Breeze Transit, Inc." did at one time have scheduled bus service to Park Place, however, that service was discontinued because your company's equipment was deemed substandard and not conducive to the comfort of Park Place customers.

During the conference it was stated Park Place's major concern is with maximizing the comfort and safety of bus patrons brought to our facility. It was emphasized that race is not a factor in deciding who brings bus passengers to our facilities. However, the quality of bus service is very important.

In conclusion, Mr. McDermott has agreed to meet with you for purposes of discussing your updated equipment and the possibility of restoring your bus service to Park Place. If further assistance is required, please advise.

Sincerely,


William L. McKnight
Director of Affirmative
Action

WLM:cdc

cc: Ruth Cicalease
Carole Kirchmeyer
Eugene McDermott
Jack E. Wood, Jr.



BALLY'S PARK PLACE
CASINO HOTEL

July 21, 1982

Mr. Murrell T. Watkins, President
Ocean Breeze Transit Co., Inc.
1812 Marmora Avenue
Atlantic City, N.J. 08401

Dear Mr. Watkins:

Thank you for your interest in bringing passengers to Bally's Park Place. We encourage your participation in our charter program described per the attached sheet. At present, we are not seeking additional on-line service.

I will keep your proposal on file and, perhaps in the future, we will be looking at that area for on-line service.

Thank you again for your interest.

Sincerely,
PARK PLACE CASINO HOTEL

Eugene McDennott
Manager/Charter Marketing

EM/rps

attd.



OCEAN BREEZE TRANSIT CO., INC.

1812 MARMORA AVENUE
ATLANTIC CITY, N. J. 08401

609 - 345-9132

July 5, 1982

Mr. Eugene McDermott, Bus Charter
Manager
BALL'S PARK PLACE CASINO HOTEL
Park Place & Boardwalk
Atlantic City, NJ 08401

Dear Mr. McDermott:

We are writing this letter requesting permission to bring passengers to the casino on a line run from Bridgeton, Millville, Vineland, Richland, Upper Deerfield, and Mays Landing, New Jersey seven (7) days a week.

Ocean Breeze Transit Company has authority from Interstate Commerce Commission (ICC) and the Department of Transportation (DOT) of the state of New Jersey. The numbers for each authority are listed below.

1. ICC #142512
2. DOT #438C

We are licensed by the Casino Control Commission.

May we have a response from you as soon as possible. Enclosed, you will find a copy of the ticket, a copy of DOT operating authority and a certificate of insurance.

Yours sincerely,

Murrell T. Watkins
President

MTW/aw

Enclosures: Casino Ticket
DOT Operating Authority
Certificate of Insurance



BALLY'S PARK PLACE
CASINO HOTEL

January 13, 1982

Mr. Murrel T. Watkins
Ocean Breeze Transit Co., Inc.
1812 Marmora Avenue
Atlantic City, N.J. 08401

Dear Mr. Watkins:

Thank you for your interest in running line service into Bally's Park Place. We presently have service from the Cape May area and it is our policy not to undermine existing service with additional service that covers the same area.

At the present time our plans do not include service from either Pennsville or Penns Grove. If this situation changes, we will contact you.

Thank you again for your interest.

Sincerely,
PARK PLACE CASINO HOTEL

Eugene McDermott
Manager/Charter Marketing

EM/rps



PARK PLACE

May 19, 1981

Dear Tour Operator:

Thank you for helping Bally's Park Place have a most successful bus program this past Winter and Spring. We certainly have appreciated your business. We tried hard to make it an enjoyable experience for your customers. We know that they are not only important to us as repeat customers, but also important to you as repeat customers. We have a responsibility towards the customer and towards you, the tour operator and hopefully we have performed to your satisfaction.

On May 17, 1981, we ended our weekend charter program. The midweek bonus program ends June 26, 1981. During July and August we will be accepting a minimum number of DROP OFF ONLY buses at Bally's Park Place. The arrival must be prior to 11:00AM. The drop off buses will receive no bonus package but must be booked into our arrival and dispatching operation as any bonus bus charter. Please contact Rose Marie or Tom at the Charter Sales office for midweek availability. Sorry, no weekend drop offs.

The start-up date for our Fall/Winter bonus program will be announced the first part of July in plenty of time to begin marketing your casino packages. Again, thank you for your continued support of the Bally's Park Place bus program.

Sincerely,
PARK PLACE CASINO HOTEL

Peter McClain
Director/Charter Sales

AM/rps



PARK PLACE

May 22, 1981

Mr. Murrell Watkins
Ocean Breeze Transit Company
1812 Marmora Avenue
Atlantic City, N.J. 08401

Dear Mr. Watkins:

As I mentioned to you this morning on the telephone, your bus did not pick up the Chick's group scheduled to depart Bally's Park Place at 12 midnight the evening of May 21, 1981. We chartered two vans from Atlantic Limousine Company to return your passengers. When we receive the bill, we will pass it on to you for payment.

We try extremely hard, as I mentioned to you on the telephone, to run a very professional bus program, and incidences such as these will not be tolerated. It puts the casino industry and the bus industry in general, in a very bad light. Please have your drivers properly instructed as to their responsibilities with any group movement coming into Bally's Park Place. This is crucial to our program. If this is not the case in the future, then we have no choice but to exclude any bus company from further participation in our charter bus program.

Sincerely,

PARK PLACE CASINO HOTEL


Allen McClain
Director/Charter Sales

AM/rps

cc: Tony Gibase, Chick's Travel
7th Street
Vineland, N.J. 08360



OCEAN BREEZE TRANSIT CO., INC.

1812 MARMORA AVENUE
ATLANTIC CITY, N. J. 08401

609 - 345-9132

May 28, 1981

Mr. Allen McClain, Director
Charter Sales
Park Place & Boardwalk
Atlantic City, NJ 08401

Dear Mr. McClain:

This letter isn't by any means a justification for a driver's negligence for not carrying out his duty as instructed by the company. His responsibility is to transport safely and timely the charter groups to and from their destinations.

There are several factors which are important to proper handling of charter service. First, we are concerned with the safety and comfort of our passengers in making any trip; second, we are concerned with the trip being properly handled, courteously and timely; and third, to establish a good working relationship between businesses involved in securing and transporting people to and from the casinos.

Our company was responsible for the inconvenience to the charter group because of a driver's negligence, and rightfully so, the blame fell on the company. However, we do not anticipate this reoccurring in the future and we apologize for this inconvenience.

As you may recall, on May 22, 1981, I talked with you by telephone concerning an emergency call I received from a bus driver at Park Place who had a disabled bus and requested me to take his passengers back to North Jersey. I left the office around 5:30 p.m. without a back-up person to take over. If I had not gone to assist this bus company whose people were stranded, this would not have happened. It was impossible to take those people to their destination and return back here on schedule.

Fugazy Continental Corporation of Connecticut had one of its buses to break down and its passengers stranded at Park Place Casino over three hours and Fugazy could not secure any local bus company whom he called. He finally called Ocean Breeze and I responded to this emergency by transporting those people back to Connecticut because I did not have a driver available at that time.

Mr. Allen McClain

-2-

May 28, 1981

I do trust that we will be able to smooth this unfortunate situation out and that we will work together as a team, harmoniously.

Very sincerely yours,



Murrell T. Watkins
President

MTW:aw

cc: Mr. Gibase, Chick's Travel



PARK PLACE

WILLIAM S. WEINBERGER
President

June 30, 1980

Mr. Murrell Watkins
Ocean Breeze Transit Co., Inc.
1812 Marmora Ave.
Atlantic City, N.J. 08401

Dear Mr. Watkins:

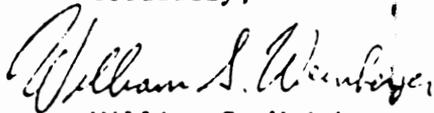
On Sunday, October 26, 1980, I will be privileged to receive the B'nai B'rith Youth Services Gold Medallion for Humanitarian Service at a testimonial dinner dance in the Grand Ballroom of Bally's Park Place.

I am deeply honored to be part of the effort of the B'nai B'rith Youth Services. Their work is particularly decisive today, when young people, both on the campus and in the community, are subject to many pressures, and are the target of many radical groups seeking their support. By intensifying their activities at this time, the Youth Services is playing a vital role in giving young men and women a solid foundation on which to build constructive lives.

To be certain that this tribute is an unqualified success for B'nai B'rith Youth Services, I would appreciate your indicating on the enclosed card that you will serve as a member of the dinner committee and that you will join me for cocktails on Thursday, August 21, 1980 at 4:30 p.m. in the Resorts International Hotel Casino in Atlantic City.

I will be looking forward to your affirmative response.

Cordially,



William S. Weinberger

enclosure



PARK PLACE

DEAR TOUR OPERATOR:

We are extremely excited that we will be able to offer your groups an incentive bonus during the summer period, effective June 15, 1980 through Labor Day. The program is as follows:

Arrival time....for groups arriving between 4:00PM and 6:00PM and staying a minimum of 4 1/2 hours. This package is available Sunday through Friday. Please check for availability prior to booking your groups.

BONUS.....The bonus will consist of \$3.00 in quarters and a \$4.00 buffet credit towards a \$7.00 buffet which will be opened also to the general public.

Points of Information: It must state clearly in all advertising that the above bonus is free to the tour passenger and not included in the price that you are charging your groups. If you wish to pay the additional \$3.00 buffet charge you may do so.

All fliers and mailing pertaining to this program must be approved by the Park Place Charter Office.

RULES FOR TURNAROUND BONUS PARTICIPATION:

1. Prior to booking a turnaround group with PARK PLACE CASINO HOTEL, the following information must be sent to the charter office on your company letterhead: Name of company, address and telephone number. Principals and type of business. Name, home address, date of birth and position and/or title of all principals of the business. This information is required by the New Jersey Gaming Commission.
2. All Participants must be over 18 years of age and properly attired. Jackets are required after 6:00PM.

Our fall program will begin Tuesday, September 2, 1980 and that information will be out to you by the middle of June for your fall packaging.

Sincerely,
PARK PLACE CASINO HOTEL

Allen McClain

Director PARK PLACE BOARDWALK ATLANTIC CITY, NEW JERSEY 08401 /609-340-2000

3. Groups must arrive on restroom equipped coaches. The bus carrier must have the proper per passenger insurance.
4. All buses will be met by a Bally's Park Place charter representative who will greet the passengers and assign a departure time.
5. All participants must be 18 years of age and properly attired.
6. The turnaround bonus program is subject to change and can be withdrawn at the option of Bally's Park Place management.

We are very excited about our casino and hotel and look forward to your groups participating in our Turnaround Bonus Program. Please forward all bookings to the Bally's Park Place Charter Marketing office, Bally's Park Place Casino/Hotel, Park Place & Boardwalk, Atlantic City, N.J. 08401 or telephone 609-340-2336 or 800-257-8546, Extension 2336.

Sincerely,
PARK PLACE CASINO HOTEL



Eugene McDermott
Manager/Charter Marketing

E1/rps



BALLY'S PARK PLACE
CASINO HOTEL

To: Tour Operators and Bus Companies

Re: Late Spring and Summer 1982 Charter Program

Dear Operator:

Thank you for helping Bally's Park Place have a most successful bus program this past winter and spring. We certainly have appreciated your business. We try hard to make it an enjoyable experience for your customers. We know that they are not only important to you as repeat customers but also important to us as repeat customers. We have a responsibility towards the customer and towards you and hopefully we have performed to your satisfaction.

As of May 23, 1982, we will end our weekend charter program. The midweek \$10 bonus program will end July 2, 1982.

Arrival Times:

Midweek, Sunday 4:00PM through Friday 4:00PM

Minimum 5 1/2 hour stay.....\$ 10 Quarters

We are extremely pleased that we will be able to offer your groups an incentive bonus during the summer period. Effective July 4, 1982 to September 2, 1982, the program is as follows:

Arrival Times:

Sunday evenings 6:00PM-10:00PM through Thursday evening 6:00PM-10:00PM

Minimum 4 hour stay.....\$ 5 Quarters

Please review the rules for turnaround bonus participation.

1. Our bonus program is eligible to groups on a FIRST DAY-FIRST CASINO STOP basis only.
2. Prior to booking a turnaround group with Bally's Park Place, the following information must be sent to the charter marketing office on company letter-head:

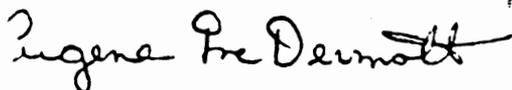
Name of company, address and telephone number. Principals and type of business. Name, home address, date of birth and position and/or title of all principals of the business.

This information is required by the New Jersey State Gaming Commission.

3. Groups must arrive on restroom equipped coaches. The bus carrier must have the proper per passenger insurance.
4. All buses will be met by a Bally's Park Place charter representative who will greet the passengers and assign a departure time.
5. All participants must be 18 years of age and properly attired.
6. The turnaround bonus program is subject to change and can be withdrawn at the option of Bally's Park Place management.

We are very excited about our casino and hotel and look forward to your groups participating in our Turnaround Bonus Program. Please forward all bookings to the Bally's Park Place Charter Marketing office, Bally's Park Place Casino/Hotel, Park Place & Boardwalk, Atlantic City, N.J. 08401 or telephone 609-340-2336 or 800-257-8546, Extension 2336.

Sincerely,
BALLY'S PARK PLACE CASINO HOTEL



Eugene McDermott
Manager/Charter Marketing

4/rps



BALLY'S PARK PLACE
CASINO HOTEL

To: Tour Operators and Bus Companies

Re: Late Spring and Summer 1982 Charter Program

Dear Operator:

Thank you for helping Bally's Park Place have a most successful bus program this past winter and spring. We certainly have appreciated your business. We try hard to make it an enjoyable experience for your customers. We know that they are not only important to you as repeat customers but also important to us as repeat customers. We have a responsibility towards the customer and towards you and hopefully we have performed to your satisfaction.

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Midweek, Sunday 4:00PM through Friday 4:00PM

Minimum 5 1/2 hour stay.....\$ 10 Quarters

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Arrival Times:

Sunday evenings 6:00PM-10:00PM through Thursday evening 6:00PM-10:00PM

Minimum 4 hour stay.....\$ 5 Quarters

Please review the rules for turnaround bonus participation.

1. Our bonus program is eligible to groups on a FIRST DAY-FIRST CASINO STOP basis only.
2. Prior to booking a turnaround group with Bally's Park Place, the following information must be sent to the charter marketing office on company letterhead:

Name of company, address and telephone number. Principals and type of business. Name, home address, date of birth and position and/or title of all principals of the business.

This information is required by the New Jersey State Gaming Commission.

**SECTION IV - Correspondence to Allen McClain
Resorts International & Ocean Breeze Transit Co.**



OCEAN BREEZE TRANSIT CO., INC.

1812 MARMORA AVENUE
ATLANTIC CITY, N. J. 08401

609 - 345-9132

February 22, 1982

Mr. Allen McClain
Resorts International Hotel Casino
North Carolina & Boardwalk
Atlantic City, NJ 08404

Dear Mr. McClain:

We received your letter and would like to be reinstated into the casion for the same route.

We have a 1980 bus we can lease which will be replaced by a new bus the second week in July.

We would like to have a copy of the summer/fall charter schedule for 1982 as soon as possible so that we may begin booking clients to the casinos in advance.

We have noticed that each time we call your office, the dates had been filled.

Your response to this letter will be greatly appreciated.

Sincerely,

Murrell Watkins
President

MTW



RESORTS INTERNATIONAL HOTEL CASINO

North Carolina Avenue & Boardwalk

Atlantic City, N.J. 08404

(609) 344-6000

February 12, 1982

Mr. Murrell T. Watkins
President
Ocean Breeze Transit Co., Inc.
1812 Marmora Avenue
Atlantic City, NJ 08401

Dear Mr. Watkins:

When we came to the agreement that you could drop your passengers here from the Cape May route, to receive a bonus, it was clearly understood that the equipment used must be first-class, clean equipment.

On Wednesday, February 10th, your first bus arrived and it was certainly not what we had agreed upon. Please, we can no longer accept your buses here at Resorts International unless it is 79 or above equipment and certainly the motorcoach must be somewhat clean. The one which arrived on Wednesday looked like it hadn't been washed in two to three years. This is most important as we cannot allow passengers, who are our customers, to be transported on such equipment.

Thank you for your anticipated cooperation in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Allen McClain', written in a cursive style.

Allen McClain
RESORTS INTERNATIONAL HOTEL CASINO

AM/bi

Ocean Breeze Transit Co. Inc.

2



CASINO EXPRESS
TO
RESORTS INTERNATIONAL

- Cape May, Rio Grande, Wildwood, Stone Harbor,
- Avalon, Sea Isle City, Ocean City, Somers Point, N. J.

TRANSPORTATION TO CASINO

NAME _____ DATE 2/10/82

OCEAN BREEZE TRANSIT CO., INC.
1812 MARMORA AVENUE
ATLANTIC CITY, N. J. 08401
PHONE: 609/345-9132



RESORTS INTERNATIONAL HOTEL CASINO
ATLANTIC CITY, New Jersey 08404



RESORTS INTERNATIONAL HOTEL CASINO

North Carolina Avenue & Boardwalk

Atlantic City, N.J. 08404

(609) 344-6000

January 20, 1982

Mr. Murrell T. Watkins
President
Ocean Breeze Transit Co., Inc.
1812 Marmora Avenue
Atlantic City, NJ 08401

Dear Mr. Watkins:

Thank you for your interest in bringing passengers to Resorts International on a line run from Cape May and Pennsgrove, New Jersey.

I would be interested in sitting down with you and discussing this further. I will be frank and let you know from the onset that Ocean Breeze Transit Company has a reputation for its less-than-adequate equipment.

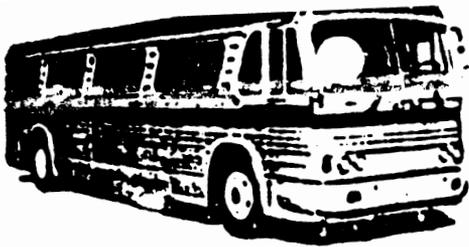
Please call my office and I will happy to set up an appointment to discuss mutual interests.

Sincerely,

A handwritten signature in black ink, appearing to read 'Allen McClain'. The signature is stylized and cursive.

Allen McClain
RESORTS INTERNATIONAL HOTEL CASINO

AM/bi



OCEAN BREEZE TRANSIT CO., INC.

1812 MARMORA AVENUE
ATLANTIC CITY, N. J. 08401

609 - 345-9132

January 1, 1982

Mr. Vincent Dunlevy
Casino Caravan Bus Tours
RESORTS INTERNATIONAL HOTEL CASINO
North Carolina Ave.
Atlantic City, NJ 08401

Dear Mr. Dunlevy:

We are writing this letter requesting permission to bring passengers to the casino on a line run from (1) Cape May, New Jersey seven (7) days a week and (2) Penns Grove and Pennsville, New Jersey seven (7) days a week.

Ocean Breeze Transit Company has authority from Interstate Commerce Commission (ICC) and the Department of Transportation (DOT) of the state of New Jersey. The numbers for each authority are listed below.

- 1) ICC #142512
- 2) DOT #438C

We are licensed from the Casino Control Commission.

May we have a reply from you as soon as possible about this matter.

Yours sincerely,

Murrell T. Watkins
President

MTW:aw



RESORTS INTERNATIONAL HOTEL CASINO

North Carolina Avenue & Boardwalk
Atlantic City, N.J. 08404
(609) 344-6000

February 21, 1981

Ocean Breeze Transit
1812 Marmora Avenue
Atlantic City, New Jersey 08401

Gentlemen:

In our continuing effort to satisfy the needs of our many valued patrons, it has become necessary to limit the number of day tour groups in our casino at any one time.

Due to an unprecedented response on the below listed dates, we will have to cancel your groups. You will remember that this is a right we reserve on all printed matter issued to you.

We realize that at first response this may be considered somewhat harsh, but when the broader picture is encompassed it is obvious that by providing a more comfortable and relaxed atmosphere for all, your groups will want to return to RESORTS INTERNATIONAL HOTEL CASINO time and again.

Date	Confirmation Number	Plan	Number of Busses
2/28/81	01-1848-0228-F	F	1

Please try to reschedule another package plan at your convenience.

Sincerely,

Dianne Hamson

Dianne Hamson
Casino Caravan

DH/mcp



RESORTS INTERNATIONAL HOTEL CASINO

Northfield Ave. & E. 12th St.
Atlantic City, N.J. 08404
(609) 344-6000

* * * MEMORANDUM * * *

TO: ALL CONCERNED
FROM: DIANNE HAMSON
DATE: FEBRUARY 19, 1981
SUBJECT: CASINO CARAVAN BILLING PROCEDURE

PLEASE BE ADVISED THAT OUR CURRENT CHARTER PACKAGES
WILL BE ENDING MARCH 15, 1981.

ALL BILLS THAT YOU ARE SUBMITTING FOR PAYMENT MUST BE
RECEIVED BY THIS OFFICE NO LATER THAN MONDAY, APRIL 6,
1981 IF YOU EXPECT PAYMENT.

RESORTS INTERNATIONAL WILL NOT ASSUME ANY PAYMENTS
AFTER THAT DATE.

THANK YOU FOR YOUR ATTENTION TO THIS MATTER.

DH/

TO: Charter Operators
FROM: RESORTS INTERNATIONAL HOTEL CASINO - CASINO CARAVAN
DATE: January, 27, 1981
SUBJECT: Revised Billing Procedure for Passenger Subsidy

Effective February 9, 1981:

1. Upon arrival, bus driver must have confirmation (white copy) ready for presentation at lot B or no rebate will be issued.
2. Invoices must be accompanied by driver copy (pink copy) of reservation confirmation form or invoice will be returned unpaid.
3. For travel agents leasing buses, it is your responsibility to make sure the driver has the white copy upon arrival, and that he returns the pink copy to you upon his return.

This procedure must be followed in order to process your invoice for payment quickly. Your cooperation will be greatly appreciated.

Thank you.

RESORTS INTERNATIONAL INC.

NORTH CAROLINA AVENUE & BOARDWALK

ATLANTIC CITY, NEW JERSEY 08404

EXECUTIVE OFFICES

(609) 340-6100

March 16, 1981

Ocean Breeze Transit Co.
1812 Marmora Avenue
Atlantic City, N.J. 08402

Dear Sir:

On Sunday, April 5th, 1981, Resorts International Hotel is hosting a fund raising event, including cocktails and reception at 4:00 P.M., and dinner at 5:30 P.M., followed by Don Tollelfson, Sports Director on WPVI-TV presenting awards and the Stephanie Mills-Freddie Roman show at 8:00 P.M. The evening is in aid to our local Crime Stoppers Foundation, and it is important that we have your support.

Crime Stoppers provides a confidential reward system which has been instrumental in providing essential information that has led to arrests and convictions of criminals in our area. Of recent note was the Crime Stoppers tip that led to the arrest of those who mugged a visiting couple to the accompaniment of cheers from onlookers. Obviously, we can't afford that kind of public press. Equally clear is the concern many people have for the safety of their family that deters them from reporting information directly to the police.

Due to its very success, Crime Stoppers has come close to going out of business because of a lack of funds to provide their all important rewards. We must help!

Crime Stoppers is a completely voluntary group with no paid employees, and makes 100% of all money raised available for the reward fund. The important message is that no money is spent by the foundation unless a criminal is caught. Commissioner of Public Safety, William Clayton, Police Chief Joseph Allmond, and our local police department depend heavily on Crime Stoppers to provide many necessary leads that assist them in their ongoing efforts to fight our increase in crime.

I hope we can count on you and your firm to support Crime Stoppers by buying a table for this evening of entertainment. The contribution for a table of ten is \$350.00 or (\$35.00 for individual tickets). Please make your checks payable to Crime Stoppers, Inc. and send them to my secretary, Ronnie Hogan, c/o Resorts International, Inc., North Carolina & Boardwalk, Atlantic City, N.J. 08401.

If you can't attend, perhaps you would be willing to consider an outright tax deductible contribution to help us fight crime.

Sincerely,



H. Steven Norton
Executive Vice President

HSN:jav

P.S. Stephanie Mills has just won the "Grammy" award for "Best Female Rhythm & Blues Vocalist".

INVOICE 892.00
1,000.00

PAY THIS CHECK 2,592.00 2,592.00

AMOUNT OF YOUR ACCOUNT AS ITEMIZED ABOVE
TO THIS STATE BEFORE DEPOSITING.



RESORTS INTERNATIONAL HOTEL, INC.

29893

85-143
312

GUARANTEE BANK
Atlantic City, N.J.

PAY ONLY *****2,592 DOLLARS AND NO CENTS

OPERATING
ACCOUNT

CHECK NO. DATE PAY THIS AMOUNT
019393 4/09/61 \$*****2,592.00

TO THE ORDER OF

WALTON BRADLEE TRANSIT
CO. INC.
1512 MARSHALL AVE.
ATLANTIC CITY, N.J.

00401

PK Blair
Authorized Signature

MO
Authorized Signature

⑈029893⑈ ⑈03⑈20⑈4⑈3⑈9⑈

547 328 5⑈ 104X



RESORTS INTERNATIONAL HOTEL CASINO

North Carolina Avenue & Boardwalk
Atlantic City, N.J. 08404
(609) 344-6000

May 12, 1981

Ocean Breeze Transit
1812 Marmora Avenue
Atlantic City, NJ 08401

Gentlemen:

Please be advised that our charter packages are not for local groups. We would like to keep our travelling distance outside a twenty (20) mile radius of Atlantic City. Otherwise, there is no way to guarantee that these groups will be on our premises for the required five hour stay.

It has come to my attention that buses are being hired for a one way excursion, and the people are taking local, public transportation home after receiving our bonus package. The programs are not designed for this unacceptable practice.

Your cooperation in this matter is appreciated. If you have any further comments or questions, please do not hesitate to call me.

Sincerely,

Dianne Hamson

Dianne Hamson
Director
Casino Caravan

DH/mjb



OCEAN BREEZE TRANSIT CO., INC.

1812 MARMORA AVENUE
ATLANTIC CITY, N. J. 08401

609 - 345-9132

FILE

May 22, 1980

Mr. Bob Anderer, Manager
Casino Caravan Bus Tours
Resorts International Hotel Casino
Atlantic City, NJ 08404

Dear Mr. Anderer:

This letter is to inform you that Ocean Breeze Transit Company would like to do business with your casino by bringing tour groups to your casino.

Our company is licensed through Interstate Commerce Commission (ICC) and the number is 142512. The Department of Transportation (DOT) number is 438C.

The officers of the company are: (1) Murrell T. Watkins, President and (2) Alice Watkins, Secretary-Treasurer

Shall we expect correspondence from you at your earliest convenience about this matter.

Sincerely yours,

Murrell T. Watkins
President

MTW:aw



RESORTS INTERNATIONAL HOTEL CASINO

North Carolina Avenue & Boardwalk
Atlantic City, N.J. 08404
(609) 344-6000

TO: All Concerned
FROM: Dianne Hanson, Casino Caravan
DATE: June 9, 1980
SUBJECT: SUMMER CHARTER BUS PROGRAM

Effective Tuesday, July 8, 1980 through Friday, August 22, 1980 we will be offering your charter bus groups the following package:

MONDAY THROUGH FRIDAY ONLY

- * Lunch served in the SUPERSTAR THEATRE
- * Followed by "MICKEY FINN REVUE SHOW" direct from Las Vegas and Disneyland
- * Complimentary box of Salt-Water Taffy

*** \$6.00 cost per person to operator ***

Monday through Friday

11:30 Lunch/12:30 Show

Please remember that payment for any groups must be received by us one week in advance of arrival. Groups not pre-paid will be considered cancelled.

You may direct your inquiries to:

CASINO CARAVAN
c/o Resorts International Hotel Casino
North Carolina Avenue & Boardwalk
Atlantic City, NJ 08404

(609) 340-6235/6236 Attention: Michael

We look forward to hearing from you in the near future.

DH/jav

FALL CHARTER BUS PROGRAM

Page 2

Plan #3 will have two (2) seating times. You may book for the 10:00 A.M. to 1:00 P.M. or the 2:00 P.M. to 4:00 P.M. seatings.

Full Payment Must Be Received Ten (10) Days Prior To Reservation Date.
Failure to comply will result in CANCELLATION!!

For bookings please call our Charter Reservation Office at:

(609) 340-6235 -or-
340-6236

DH/jav

RESORTS INTERNATIONAL

CASINO CARAVAN



All New Charter Bus Program

Below are listed all the details and conditions of our new CHARTER PACKAGES effective March 16, 1981 through July 2, 1981.

PACKAGE 1 * \$18.50 TOTAL RETAIL VALUE

Matinee Performance of "Boardwalk Magic,"
\$4.00 in Quarters, and a \$2.00 Food/Beverage Credit.
NO COST TO THE OPERATOR
AVAILABLE: Sunday through Friday (Excluding Holidays)
ARRIVALS: 10:00 A.M. - 2:00 P.M.

PACKAGE 2 * \$20.50 TOTAL RETAIL VALUE

Evening Performance of "Boardwalk Magic,"
\$6.00 in Quarters, and a \$2.00 Food/Beverage Credit.
NO COST TO THE OPERATOR
AVAILABLE: Monday through Thursday (Excluding Holidays)
ARRIVALS: 4:00 P.M. - 7:00 P.M.

PACKAGE 3 \$12.00 TOTAL RETAIL VALUE

\$10.00 in Quarters and a \$2.00 Food/Beverage Credit.
NO COST TO THE OPERATOR
AVAILABLE: Sunday through Friday (Excluding Holidays)
ARRIVALS: 6:00 P.M. - 10:00 P.M.

**Subject to Availability*

For reservations, please call the Casino Caravan Sales office at (609) 340-6235.

CONDITIONS NOTED ON REVERSE

CONDITIONS

1. There is no payment required for any of the enclosed packages.
2. All reservations must be made as far in advance as possible. Reservations for Package 1 and 2 must be made a minimum of two(2) weeks in advance to insure space.
3. Groups are required to stay a minimum of five (5) hours at RESORTS INTERNATIONAL HOTEL CASINO to qualify for these packages.
4. In order to avoid crowded conditions, it will be necessary to schedule your group's arrival and departure times.
5. Groups must arrive on "first line" equipment carrying restroom facilities and excluding the transit-type buses of the city surface type. No automobiles, vans, or mini-buses will be accepted.
6. This program is available only to those persons who are over the age of eighteen (18) years.
7. Dress may be casual. Gentlemen are encouraged to wear jackets after 6:00 P.M.
8. All transactions for purchase of goods or services by passengers must be made in cash or credit card by the passengers. No charges will be accepted by any department of RESORTS INTERNATIONAL HOTEL CASINO.
9. These packages are available through July 2, 1981.
10. These packages (or parts thereof) are subject to change or can be withdrawn at the option of RESORTS INTERNATIONAL HOTEL CASINO for any reason or cause. Once a reservation is accepted, we reserve the right to substitute, cancel, or reschedule, if necessary.
11. The individual bus tour operators must be current with all municipal permit fees.
12. Taffy is temporarily discontinued on all Charter programs.
13. You may advertise these packages subject to RESORTS INTERNATIONAL HOTEL CASINO and Casino Control Commission approval.
14. These packages may not be combined with any other package offered by RESORTS INTERNATIONAL HOTEL CASINO or used in conjunction with any other hotel casino tour package.
15. All buses must present white copy of confirmation to our greeter upon arrival at Lot B. Groups will not receive coupons if there is no confirmation presented.

— CANCELLATION NOTICE —

**If for any reason your group must cancel their trip, Resorts International Hotel Casino requires a minimum of a seventy-two (72) hour cancellation notice. If this requirement is not strictly adhered to, the operators future bookings will be subject to cancellation!*

RESORTS INTERNATIONAL HOTEL CASINO
NORTH CAROLINA AVENUE AND BOARDWALK
ATLANTIC CITY, NEW JERSEY 08404



RESORTS INTERNATIONAL HOTEL CASINO

North Carolina Avenue & Boardwalk
Atlantic City, N.J. 08404
(609) 344-6000

July 28, 1980

Mr. Murrell T. Watkins
Ocean Breeze Transit Co., Inc.
1812 Marmora Avenue
Atlantic City, NJ 08401

Dear Mr. Watkins:

It is with pleasure that I mail you our Fall Charter Bus Program. Whether you are a long time associate or are just beginning a relationship with Casino Caravan we would like to thank you for the confidence you have shown in our Casino Hotel through booking reservations with RESORTS INTERNATIONAL.

The enclosed packages were designed with you in mind. We feel that we have created an interesting, attractive and competitive program for you to sell. Enclosed are some requirements that if followed will benefit you as well as Resorts by making each step of our reservation process as clear-cut and smooth operating as possible.

Our fall packages will be in effect from Monday, September 8, 1980 through Sunday, November 23, 1980. You can book with confidence knowing that only quality packages are being offered.----That's what makes and keeps Resorts NUMBER ONE!

Our Charter Bus Program information concerning November 24, 1980 and on will be in the mail within two weeks. Thank you for your patience.

Mr. Michael Petty or Miss Laurie Davis of our Charter Reservation Office, (609) 340-6235 -or- 340-6236, will be glad to be of service to you for information and in handling reservations for your charter groups.

Sincerely,

A handwritten signature in cursive script that reads "Dianne Hamson".

Dianne Hamson
Casino Caravan

DH/jav



RESORTS INTERNATIONAL HOTEL CASINO

North Carolina Avenue & Boardwalk
Atlantic City, N.J. 08404
(609) 344-6000

TO: ALL TRAVEL AGENTS, TOUR OPERATORS AND BUS COMPANIES

FROM: DIANNE HAMSON, CASINO CALAVAN

DATE: MONDAY, JULY 28, 1980

SUBJECT: FALL CHARTER BUS PROGRAM

Effective Monday, September 8, 1980 through Sunday, November 23, 1980 we will be offering the following to our Charter Bus Program customers:

- Plan #1 Lunch & "BOARDWALK MAGIC" Show in the Superstar Theatre and a souvenir box of Salt-Water Taffy--\$4.00 per person; available Sunday through Friday.
- Plan #2 "WEDGWOOD PAVILION" Dinner Buffet, evening performance of "BOARDWALK MAGIC," \$2.00 in quarters and a souvenir box of Salt-Water Taffy--\$8.00 per person; available Monday through Thursday.
- Plan #3 "WEDGWOOD PAVILION" Luncheon Buffet, \$2.00 in quarters and a souvenir box of Salt-Water Taffy--\$4.00 per person; available Monday through Friday.
- Plan #4 "WEDGWOOD PAVILION" Midnight Brunch, \$2.00 in quarters and a souvenir box of Salt-Water Taffy--\$4.00 per person; available Friday and Saturday nights only.
- Plan #5 Evening performance of "BOARDWALK MAGIC," \$3.00 in quarters and a souvenir box of Salt-Water Taffy--NO COST TO THE OPERATOR; available Monday through Thursday.

We will be having two (2) matinee shows on Sundays and Wednesdays with only one (1) show on Mondays, Tuesdays, Thursdays, and Fridays.

SUNDAY & WEDNESDAY

First Show - BOARDWALK MAGIC	11:30 A.M. Lunch and 12:30 P.M. Show
Second Show - BOARDWALK MAGIC	2:30 P.M. Lunch and 3:30 P.M. Show

MONDAY, TUESDAY, THURSDAY & FRIDAY

One Show Only - BOARDWALK MAGIC	1:00 P.M. Lunch and 2:00 P.M. Show
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- Continued on following page -



RESORTS INTERNATIONAL HOTEL CASINO

North Carolina Avenue & Boardwalk
Atlantic City, N.J. 08404
(609) 344-6000

RESORTS INTERNATIONAL HOTEL CASINO is pleased to offer you our evening charter bus package as follows:

Effective immediately, Sunday through Friday, for arrivals after 6:30 PM, each passenger will receive \$10.00 cash and \$2.00 food/beverage credit!

Listed below are our booking conditions:

1. All reservations must be made as far in advance as possible.
2. Groups are required to stay a minimum of five (5) hours at RESORTS INTERNATIONAL HOTEL CASINO to qualify for this package.
3. In order to avoid crowded conditions, it will be necessary to schedule your group's arrival and departure time.
4. Groups must arrive on "first line" equipment carrying restroom facilities and excluding the transit-type buses of the city surface type. No automobiles, vans, or mini-buses will be accepted.
5. This program is available only to those persons who are over the age of eighteen (18) years.
6. This package (or parts thereof) is subject to change or can be withdrawn at the option of RESORTS INTERNATIONAL for any reason or cause. Once a reservation is accepted, we reserve the right to substitute, cancel, or reschedule, if necessary.
7. The individual bus tour operators must be current with all municipal permit fees.
8. You may advertise this package subject to RESORTS INTERNATIONAL and Casino Control Commission approval.
9. This package may not be combined with any other package offered by RESORTS INTERNATIONAL or used in conjunction with any other hotel/casino tour package.
10. All buses must present white copy of confirmation to our greeter upon arrival at Lot B. Groups will not receive coupons if there is no confirmation presented.

CANCELLATION NOTICE: IF FOR ANY REASON YOUR GROUP MUST CANCEL THEIR TRIP, RESORTS INTERNATIONAL REQUIRES A MINIMUM OF SEVENTY-TWO (72) HOUR CANCELLATION NOTICE. IF THIS REQUIREMENT IS NOT STRICTLY ADHERED TO, THE OPERATORS FUTURE BOOKINGS WILL BE SUBJECT TO CANCELLATION!

For reservations and information, call the Casino Caravan Office at (609)-340-6235.



RESORTS INTERNATIONAL HOTEL CASINO

North Carolina Avenue & Boardwalk
Atlantic City, N.J. 08404
(609) 344-6000

RESORTS INTERNATIONAL "CASINO CARAVAN" ONE DAY TOURS BUS GROUP PACKAGE

ONE DAY REQUIREMENTS

1. All charters must be paid for in full ten (10) days prior to the groups arrival. If payment is not received ten (10) days prior, the group will automatically be cancelled by RESORTS INTERNATIONAL.
2. If for some reason the group must cancel during this ten (10) day period, a credit for the full amount will be made providing RESORTS INTERNATIONAL receives forty-eight (48) hours notice in writing. If notice is not given, there will be no credit issued.
3. Groups are required to stay a minimum of six (6) hours at RESORTS INTERNATIONAL before departure. There will be no exceptions.
4. In order to avoid crowded conditions it will be necessary in some instances to schedule your arrival and departure times.
5. All departures will be scheduled by a RESORTS GREETER to conform with the six (6) hour minimum stay ruling.
6. Groups must arrive on "first line" equipment carrying restroom facilities and exclude the transit type busses of the city surface type.
7. This program is available only to those persons who are over the age of eighteen (18) years.
8. Dress may be casual. No tank tops, cut-off shorts, bare feet, etc.
9. All transactions for purchase of goods or services by passengers must be made in cash or credit card by the passengers. No charges will be accepted by any department of RESORTS INTERNATIONAL.
10. This package (or parts thereof) is subject to change or can be withdrawn at the option of RESORTS INTERNATIONAL HOTEL CASINO for any reason or cause.
11. The individual bus tour operators must be current with all municipal permit fees.

FOR FURTHER INFORMATION, PLEASE CALL OR WRITE:

CASINO CARAVAN CHARTER RESERVATION OFFICE
RESORTS INTERNATIONAL HOTEL CASINO
NORTH CAROLINA AVENUE AND THE BOARDWALK
ATLANTIC CITY, NEW JERSEY 08404
(609) 340-6235/6236

BOOKING REQUIREMENTS

1. **Payment Procedure** - Due to our increasing volume of charter business, and more pressing needs to accurately forecast the expected number of passengers, it has become necessary to implement a guarantee system of pre-payment. It works as follows:
 - We must receive from you payment in full at least ten (10) days prior to your group's arrival for any package booked. This payment must be for a minimum of forty (40) passengers per bus.
 - EXAMPLE: Plan #1 - 40 pax X \$2.00 pp = \$80.00 pre-payment
 - If after making payment it is determined that additional passengers will be present, the additional payment required must be made either before bus arrival or upon arrival. No tickets will be issued above the number paid for.
 - On the other hand, if fewer passengers than were paid for actually show up, no refund or credit will be issued. Any over payment will be forfeited.
 - When an entire group cancels after payment has been made, a refund or credit will be issued provided we receive a written notice of this cancellation at least two days before the group's arrival date.
2. All reservations must be made as far in advance as possible. Reservations for Plan #1 must be made far enough in advance to comply with the above payment policy. No reservations will be accepted from a company whose financial account for previous groups is not up to date.
3. Groups are required to stay a minimum of six (6) hours at RESORTS INTERNATIONAL HOTEL CASINO before departure. There will be no exceptions.
4. In order to avoid crowded conditions it will be necessary to schedule your departure time upon arrival.
5. Groups must arrive on "first line" equipment carrying restroom facilities and excluding the transit type busses of the city surface type. No automobiles, vans or mini-busses will be accepted.
6. This program is available only to those persons who are over the age of eighteen (18) years.
7. Dress may be casual. Gentlemen must wear jackets after 6:00 p.m.
8. All transactions for purchase of goods or services by passengers must be made in cash or credit card by the passengers. No charges will be accepted by any department of RESORTS INTERNATIONAL HOTEL CASINO.
9. These packages (or parts thereof) are subject to change or can be withdrawn at the option of RESORTS INTERNATIONAL HOTEL CASINO for any reason or cause. Once a reservation is accepted, we reserve the right to substitute, cancel or reschedule, if necessary.
10. The individual bus tour operators must be current with all municipal permit fees.

For further information and reservations, please call or write:

RESORTS INTERNATIONAL HOTEL CASINO
Casino Caravan Charter Reservation Office
North Carolina Avenue & Boardwalk
Atlantic City, NJ 08404

(609) 328-3211

115X

RESORTS INTERNATIONAL HOTEL CASINO

Atlantic City, New Jersey 08404



FILE

TO ALL TRAVEL AGENTS, BUS COMPANIES AND TOUR OPERATORS:

We wish to thank you for your participation and support of our current and past Bus Programs, and are looking forward to a continued good relationship.

We hope that the new Programs which we have enclosed will stimulate future business with us plus in the very near future we will be sending you a new overnight Bus Program.

We hope that this will give you another exciting package for your sales and marketing areas.

Looking forward to a most prosperous Fall & Winter season for everyone.

From: Jerry Barber, and the staff of Casino Caravan

Casino Caravan
BUS TOURS

BOB ANDERER
Manager

Resorts International Hotel Casino
Atlantic City, NJ 08404
Telephone: 609/340-6710

**SECTION V - Correspondence from Cobra Bus Lines
Abraham McDaniel (Resorts and Bally's Park Place)**



State of New Jersey

DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF GAMING ENFORCEMENT

RICHARD J. HUGHES JUSTICE COMPLEX
CN 047
TRENTON, NEW JERSEY 08625

RWIN I. KIMMELMAN
ATTORNEY GENERAL

THOMAS W. GREELISH
FIRST ASSISTANT
ATTORNEY GENERAL

THOMAS R. O'BRIEN
DIRECTOR

ANTHONY J. PARRILLO
DEPUTY DIRECTOR
OPERATIONS

JAMES F. FLANAGAN, II
DEPUTY DIRECTOR
INVESTIGATIONS

August 5, 1983

Abraham McDaniel, President
Cobra Coach Lines, Inc.
3233 Laconia Avenue
Bronx, N.Y. 10469

Dear Mr. McDaniel;

The Division of Gaming Enforcement is continuing its investigation into the alleged discriminatory tactics practiced by the casino industry against minority-owned bus companies. In order to facilitate and expedite this investigation, further assistance from you is essential.

We request, therefore, that you provide this office with copies of any and all documentation your files might contain which relate to: (1) proposals for line runs you have submitted to the various casinos; (2) charter buses you have scheduled or attempted to schedule for the various casinos and (3) correspondence from the casinos in response to your line run proposals and your charter buses. The Division is particularly interested in specific dates, times and names of persons with whom you dealt.

Please forward the above-requested information, by August 12, 1983, to:

Katherine A. Smith, D.A.G.
Division of Gaming Enforcement
Richard J. Hughes Justice Complex
CN 047
Trenton, New Jersey 08625

Should you have any questions about the information the Division is requesting, please do not hesitate to contact me at (609) 984-3970.

Very truly yours,

Katherine A. Smith
Deputy Attorney General

KAS/smr



State of New Jersey

DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF GAMING ENFORCEMENT

RICHARD J. HUGHES JUSTICE COMPLEX
CN 047
TRENTON, NEW JERSEY 08625

THOMAS R. O'BRIEN
DIRECTOR

ANTHONY J. PARRILLO
DEPUTY DIRECTOR
OPERATIONS

JAMES F. FLANAGAN, III
DEPUTY DIRECTOR
INVESTIGATIONS

June 6, 1983

WIN I. KIMMELMAN
ATTORNEY GENERAL

THOMAS W. GREELISH
FIRST ASSISTANT
ATTORNEY GENERAL

Mr. Abraham McDaniel, President
Cobra Coach Lines
3233 Laconia Avenue
Bronx, New York 10469

Dear Mr. McDaniel:

Our investigation of your allegations of discriminatory treatment in your attempt to operate regular bus service to the casinos in Atlantic City is continuing. During this investigation several other minority bus owners, when interviewed, have expressed similar concerns.

It is believed that it would be most expedient and more productive to schedule a meeting with you and some of the other minority bus owners affected, in order to more clearly define the issues and problems which you allege to be present.

This meeting will be held on Tuesday, June 14, 1983 at 10:00 a.m., at this office - Division of Gaming Enforcement, State of New Jersey, Richard Hughes Justice Complex, 1st Floor, 25 Market Street, Trenton, New Jersey 08625.

We are asking that you please try to attend. Please confirm your attendance by calling (609) 984-7202.

Sincerely,

William J. McElroy
William J. McElroy, Chief
Administrator of Operations

kjc
c.

Director Thomas O'Brien
Deputy Director Anthony Parrillo
DAG Eugene Schwartz
Richard Woodard
Jack Wood, Casino Control Commission, Director A/A
Warner McBride, Casino Control Commission, A/A



North Carolina Avenue & Boardwalk • Atlantic City, New Jersey 08404 • (609) 344-6000

April 15, 1983

Mr. Abraham McDaniel
President
Cobra Coach Lines, Inc.
3233 Laconia Avenue
Bronx, NY 10469

SUBJECT: Line-Run Proposal

I am in receipt of your Line-Run proposal, Mr. McDaniel,
of April 12, 1983.

So as to avoid confusion, I want to clarify that your
proposed routes have not yet been approved by Resorts
International.

As stated in our telephone conversation, I will send a
representative of Resorts to evaluate the proposed areas
as well as the proposed agents. Before any approval is
granted, it will also be necessary to examine your pro-
posal to determine if it fits in with our overall goals
and objectives.

ALLEN MCCLAIN
BUS PROGRAM

AM/bj

Daily News, Tuesday, April 12, 1963

Says his buses get a fast shuffle Operator charges casinos shun runs from 'depressed areas'

By KEITH MOORE

The owner of a private Bronx bus company is going to battle with two Atlantic City casinos he alleges are denying him business he is able to provide them from the "depressed" areas of the South Bronx and Harlem.

Abraham McDaniel, the owner of Cobra Coach Lines on Laconia Ave., contends that the people of the South Bronx and Harlem are being discriminated against as well as himself as a minority vendor.

But the two casinos involved—Resorts International and Bally's Park Place—dismissed McDaniel's charges yesterday and said that he was not "professional" enough to handle the realities of the casino and busing businesses.

The dispute came about in January when Cobra agreed with Resorts to pick up Atlantic City-bound passengers at six designated North Bronx stops. But no sooner had the agreement been reached than McDaniel discovered that the winter months are the slow months in Atlantic City. He eventually backed out of the agreement, asserting that the trips were not worth the effort.

Last month, however, McDaniel tried to strike a deal with Resorts and Bally's Park Place to pick up passengers in Harlem and the South Bronx. McDaniel quoted an official at Resorts as saying that "statistics prove that Harlem and the South Bronx are the most depressed in the country."

Resorts eventually turned down the request to bus passengers from the two areas but, according to a Resorts official, only because of McDaniel's previous performance in the North Bronx.

McDANIEL NOW OPERATES buses two nights a week to Bally's Park Place but he said that when he tried to have the number of days extended to seven, he was told that Bally would first have to check the "quality" of the persons getting off the buses. According to McDaniel, the Bally official said, "We don't want people coming here who are going to wreck the hotel."

Rhoda Gilliam, vice president of government relations and planning at Bally, said she did not know who might have told McDaniel what was alleged to have been said by a Bally official. "Anyone familiar with Bally can attest to our involvement in reaching markets that may not be wanted," she said, citing Newark as an example.

As for extending McDaniel's bus service from two nights to seven days a week, Gilliam said, "The realities are that we cut back on all bus services to the casino in the spring and summer months." Gilliam said McDaniel specifically asked for the two



Abraham McDaniel outside his bus and office in the Bronx.

nights because, he told her, persons in the South Bronx and Harlem worked during the days.

THE TWO RESORTS officials, Allen McClain, charter and marketing manager, and his assistant, Vincent Donlevie, pointed to what they said was McDaniel's track record in connection with service to the North Bronx while not specifically disputing that they had called the two communities of Harlem and the South Bronx "two of the most depressed in the country."

At one stop on Williamsbridge Road, which McClain termed "a wooden shack," persons there did not know the bus schedule to Resorts and there was a card with indecent literature stapled to the wall.

"We have a public relations image to maintain," McClain said. "What would our customers think of us if they're getting picked up in a place like that?" At another stop, on E. Gun Hill Road, McClain said, passengers were being told that they had a choice of either going to the Sands or the Claridge—two other casinos in Atlantic City.

"McDaniel does not understand that we are in a

competitive business and these people (the Sands and the Claridge) are our competitors. We want our customers to feel that that Resorts is the one and only place to go in Atlantic City and we want exclusive rights to these passengers," he said.

DONLEVIE TERMED McDaniel's performance in the North Bronx "pitiful." But McDaniel said he had inherited the stops from another bus company and that Resorts did not then complain about their locations.

McDaniel said none of the discussions he had with the casino officials had been put in writing. And an official at the Casino Control Commission, who asked that his name not be used, said that without something in writing the matter was not likely to go very far with the Affirmative Action Office of the commission.

The official said the casinos had passed a resolution voluntarily giving 15% of their business to minority-owned firms. But he said, "We are nowhere close to reaching that percentage."

Asked why, the official said, "I cannot comment on why that is so."

High school boasts its own art gallery

By JOHN DAXLAND

The High School of Art and Design is the only high school in the city—quite possibly in the country—with its own art gallery.

The school, at Second Ave. and 57th St., was founded in 1936. Originally called the School of Industrial Art, it moved to its present site in 1950. Last Thursday the newly renovated Kenny Gallery, named for John B. Kenny, the school's first principal, was dedicated to mark the opening of the school's annual Spring Art Festival.

Milton Gross, the principal, praised the dedication of the faculty and commitment of the students. He said, "has helped to give

its "recognition as the outstanding visual arts high school in the country."

Gross said a \$10,000 award had been granted by the Rockefeller Brothers Foundation to the school in recognition of its excellence in art curriculum and instruction.

"The students, parents, advisory committee and faculty decided that the place to spend it is in the gallery," he said.

THE STUDENTS have put on a wonderful show. The many deserving works on display run the gamut of the visual arts. They include painting, illustration, advertising, architecture, fashion design, photography and even

creativity and imagination of which is evident in the many fine

works they have created. There are interesting, bright floral motifs; exciting portraits and illustrations of bears and one of drums. There are also comic book pages, a TV Guide cover, a Florida travel ad, double-page car ads and a colorful picture of an Egyptian princess. There's a striking seated female figure in bold black and white stripes and patterns. An exceptional scale model of a minipark and a three-dimensional color rendering should not be missed. Photographs are of closeups of objects, the Roosevelt Island tramway and fashions.

BESIDES THEIR art studies, students are required to take academic courses. More than half of the graduates go on to college and higher level

professional schools. The teachers are innovative and keep in touch with the outside professional world. The school has three computers for graphics courses—probably the only high school in the country with such equipment.

The gallery's director, James Graves, an art and photography teacher, is pleased with the gallery's vitality. Its success, he says, stems from its use "as a teaching tool and adjunct to the classroom." Besides showing student works, the gallery displays those of the faculty, alumni and other artists from September through June.

The Kenny Gallery is open from 9 a.m. to 4 p.m. The Spring Art Festival will run through Friday.

Accused of racism

Betty Winston Baye
Writer

It is that silver spewing out of Atlantic City's slot machines is not getting its way into the pockets of minority businesses, according to Cobra Coach Lines owner from Atlantic City, Vernon.

Abraham McDaniel, president of Cobra Coach Lines, Inc., in Atlantic City, has accused Atlantic City's casinos of discriminating against minority-owned bus companies by denying them a fair share of the market.

McDaniel said in a recent interview that he had filed a formal complaint with Atlantic City's Casino Control Commission.

One of the commissioners, Robert Wood Jr., said he knew of McDaniel's allegations, but thought it would be "unfair to comment" because they were being reviewed by one of the investigating agencies in the state of New Jersey.

According to McDaniel, "From Virginia, there are bus companies doing business on a one-run basis with any casino in Atlantic City."

McDaniel said the regularly scheduled stops awarded to bus companies who are contracted to run Atlantic City-bound passengers and drop them off at destinations.

Charles Wechsler, Resorts International director of public relations, said McDaniel's charges "absolutely make no sense."

"In the first place, there are no line numbers from Maine," he said. "I know we have a couple of minority-owned bus companies. The decision on who we grant line numbers is based on the fact that they have a business. It's not based on race."

Wechsler said that he did not know of the minority-owned bus companies off-hand, but said they were bus companies had line numbers heavily black and Hispanic in Washington, D.C., Philadelphia, New Jersey and New York.



Abraham McDaniel, president of Cobra Coach Lines, Inc.

Redenia C. Gilliam of Bally's Park Place Casino Hotel also denied McDaniel's allegations. She even implied that his complaints were inspired by personal interests rather than racial discrimination.

"I'm very concerned about Mr. McDaniel," she said. "Bally has worked very earnestly with him. But I am most concerned about the whole idea of utilizing the concept of minorities in general as a battlecry for Mr. McDaniel's enterprise. It's an exploitation of those concerns."

McDaniel said that he and other minority bus company owners were engaged in a desperate struggle to survive. Without regular line numbers to Atlantic City, the companies faced extinction, he said.

"Not that many people want to go to Pennsylvania Dutch Country anymore," McDaniel said. "Everybody wants to go to Atlantic City. If the casinos are allowed to continue this discrimination policy, there won't be any black-owned bus companies within two years."

McDaniel said the failure of the

casinos to give minority-owned companies a fair share of the bus business negated the voluntary, affirmative action agreement the owners signed two years ago.

He said the agreement called for the casinos to give 15 percent of all their business to minority-owned companies. "Presently, they're not even giving 1 percent of the business to minority firms," McDaniel said.

Ms. Gilliam said she helped negotiate the agreement, and that the 15 percent figure was "a goal" the casinos hoped to reach over a period of time.

Nonetheless, she said that all bus companies, regardless of the color of their owners, had to adhere to guidelines established by the individual casinos.

Ms. Gilliam said she explained the rules to McDaniel several times. "But he only hears what he wants to hear," she said. "He's upset because he can't get weekends, but I told him we only give those nights to companies that bring us people when we need

them most, which is during the week."

Ms. Gilliam also said McDaniel had turned down Bally's offer of a five-night-a-week line run, excluding weekends.

McDaniel said had he agreed to Bally's offer, it would have placed him in a Catch-22 situation. "Everybody else knows that without weekends, runs to Atlantic City are not usually profitable," he said. "If you accept five nights, and you know you can't deliver people five nights a week, then they would have a reason to discharge you."

McDaniel said denials by the casinos would not cause him to back off from his claims. To bolster his charges, he produced copies of letters from two minority-owned charter bus companies; I. Hall Charter Service, Glen Burnie, Md., and Harbor Charter Tours in Baltimore. The letterwriters expressed frustration and sentiments similar to McDaniel's.

Gennett/Robert F. Reed

cobra coach lines, inc.

March 17, 1983

Mr. Vincent Donlevie
Bus Program
RESORT INTERNATIONAL HOTEL & CASINO
North Carolina Avenue & Boardwalk
Atlantic City, N.J. 08404

Dear Vince,

Regarding our telephone conversation pertaining to the line operation from Lamar Tours of the Bronx, NY, we will be starting on Tuesday March 22, 1983, this line will run (7) seven days a week, with the exception of an act of God or extremely uncontrollable situation.

We will like to take this opportunity to thank you for allowing us to do business with your hotel from this particular agency, However, we would appreciate it, if you would consider giving us a line run from the South Bronx and Harlem areas where there is presently no Service on a daily bases to any Casino, and the people of these two areas are pleading for the same type of service that are offered in other communities.

VERY TRULY YOURS,
COBRA COACH LINES, INC.

ABRAHAM McDANIEL
PRESIDENT

db:AMcD

cobra coach lines, inc.

PICK UP POINTS TO ATLANTIC CITY N.J.:
FROM THE BRONX AREA OF NEW YORK

RESORT INTERNATIONAL

1. ALO TRAVEL, 576 East 187th St. @ 8am
2. ALADDIN TRAVEL, 47 East Gunhill Rd. @ 8:15am
3. J & W STATIONERY, 2505 Eastchester Road, BX.NY @ 8:25am
4. MARY & AL FLORIST, 1836 Williambridge Rd. @ 8:30am
5. BLUE SKIES TRAVEL, 3619 East Tremont Ave. @ 8:35am
6. LAMAR TRAVEL, 1738 Edison Avenue @ 8:45am

cobra coach lines, inc.

September 14, 1982

RESORT INTERNATIONAL HOTEL CASINO
North Carolina Avenue & Boardwalk
Atlantic City, N.J. 08404
CHARTER BUS DEPARTMENT

Dear Sirs:

Listed below is the additional information required from us:

Abraham McDaniel
27 Claremont Avenue
Mt. Vernon, New York
D.O.B. MAY 11, 1937
ss # 251-50-7417
TITLE: PRESIDENT

Olga Rivera
2383, 2nd. Avenue
New York, New York
D.O.B. October 31, 1950
ss # 337-42-4373
TITLE: OFFICE MANAGER

Our first trip to the Resort is scheduled for September 20, 1982.

Thank You,
COBRA COACH LINES, INC.

OLGA I. RIVERA

DIR:FF

La Mar Travel & Tour, Inc.

License No. MC 138800F

Licensed and bonded by Interstate Commerce Commission

1738 Edison Avenue Bronx, New York 10461

212-792-2600 212-792-6206 914-237-4800

December 21st, 1982

Resorts International Casino & Hotel
Atlantic City
New Jersey

To Whom It May Concern:

On behalf of LaMar Tours, Inc., and Mr. McDaniel of Cobra Coach Lines, who at this time is representing our company, and we would like to take this opportunity to explain the unfortunate circumstances that occurred between Resort's Bus program, Liberty Lines and LaMar Tours.

Our office was approached by Liberty Lines to represent Resort's bus run to be agents for Liberty Lines to sell tickets on a daily bus run. We took the opportunity, and reservations was called into our office, and in turn at the end of each day we would call Liberty's main office with our count for the following day. For most of the time Liberty's office would then inform us that the Resorts bus would not be running, however we could place our clients on the Playboy Casino bus for the following day. Well, needless to say our clients were objective to this change, as we sold them Resorts run and not Playboys run. Which in turn we would lose all or most all of our clients when we called and made them aware of the change. This in essence, has made the determination that LaMar Tours, did not have any sufficient counts for Resorts International's records.

Several months later, our ticket stock was taken from our office, with the explanation that we were not selling enough tickets, and no longer would be their agent to sell the Resort's run.

I do hope that this letter can explain the unfortunate and bad circumstances of the entire situation, as until now our clients are constantly asking if the Resorts bus will ever be a stop from our location again.

Yours Very Truly,
LaMar Tours, Inc.
Grace Marotta
Mildred LaSalvia

September 28, 1982

Vincent Nesci, Esq.
c/o Liberty Lines
1010 Nepperhan Avenue
Yonkers, New York

969-6980

RE: Cobra Coach Lines, Inc.

Dear Mr. Nesci:

We represent Mr. Abraham McDaniel who operates two buses from the Bronx known as Cobra Coach Lines, Inc. Cobra Coach has an opportunity to take passengers from the attached list of locations to Resorts International Casino in Atlantic City. These customers are not presently serviced by Liberty Lines.

He has been informed by Mr. Allen McClain of Resorts International bus program that a letter of consent from Liberty Lines to Cobra Coach would be necessary in order for Cobra to discharge its passengers at the resort.

The purpose of this letter is to respectfully request such consent.

Thank you for your courtesy and cooperation in this matter.

Very truly yours,

Thomas J. Altieri

TJA:mi
encl.

LIBERTY LINES

475 Saw Mill River Road
P.O. Box 624, Main Station
Yonkers, NY 10702

(914) 969-3113
(914) 969-6900
(212) 295-2032

Vincent P. Nesci, Esq.
General Counsel



Affiliated Companies

Liberty Lines Transit, Inc.
Liberty Lines Express, Inc.
Airport Transportation Services, Inc.
Resort Bus Lines, Inc.
Westchester Tours, Inc.

October 13, 1982

Thomas J. Altieri, Esq.
Rudolph & Altieri
56 Harrison Street
New Rochelle, New York 10801

RE: COBRA COACH LINES, INC.

Dear Mr. Altieri:

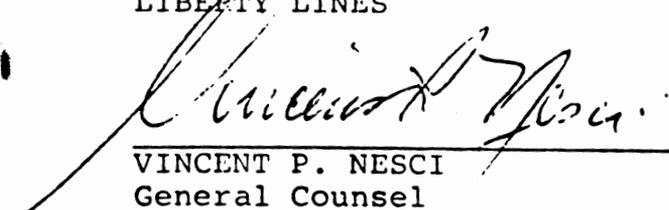
I have brought your letter of September 28th last to the attention of management.

Management advises they will not give their consent to your client to operate a scheduled line service from anywhere in the Bronx to Resorts International or Playboy.

We do suggest that your client seek to establish himself with another casino.

Very truly yours,

LIBERTY LINES



VINCENT P. NESCI
General Counsel

VPN:ct

cobra coach lines, inc.

September 16, 1982

RESORT INTERNATIONAL HOTEL CASINO
North Carolina Avenue & the Boardwalk
Atlantic City, N.J. 08404
CHARTER BUS DEPARTMENT

Mr. McClan

-6855

609 340-6035

Dear Sir:

Regarding our telephone conversation on September 14, 1982 with the Casino, in reference to a line run to The Resort International Casino, please be advised that we are a minority carrier that have been in business for the past 7 1/2 years, receiving our permanent ICC Authorities May 20, 1982. Since that time we have been diligently working on a line run operation to the Resort International Casino, since we have been serving you since the opening of the Casino on a charter basis. If further information is needed, please feel free to contact the under sign.

SINCERELY YOURS,
COBRA COACH LINES, INC.

Abraham McDaniel
ABRAHAM McDANIEL
PRESIDENT

encl: res. exp., insurance
certificates, departure points
office list.

cobra coach lines, inc.

September 14, 1982

RESORT INTERNATIONAL HOTEL CASINO
North Carolina Avenue & Boardwalk
Atlantic City, N.J. 08404
CHARTER BUS DEPARTMENT

Dear Sirs:

Listed below is the additional information required from us:

Abraham McDaniel
27 Claremont Avenue
Mt. Vernon, New York
D.O.B. MAY 11, 1937
ss # 251-50-7417
TITLE: PRESIDENT

Olga Rivera
2383, 2nd. Avenue
New York, New York
D.O.B. October 31, 1950
ss # 337-42-4373
TITLE: OFFICE MANAGER

Our first trip to the Resort is scheduled for September 20, 1982.

Thank You,
COBRA COACH LINES, INC.

OLGA I. RIVERA

OR:FF



BALLY'S PARK PLACE
CASINO HOTEL
ATLANTIC CITY, NEW JERSEY

September 15, 1981

Mr. Abraham McDaniel, Pres.
Cobra Coach Lines, Inc.
3233 Laconia Ave.
Bronx, N.Y. 10469

Dear Mr. McDaniel:

We do appreciate your interest in bringing bus passengers to Bally's Park Place. We do have you on our mailing list, but enclosed you will find another copy of our charter program. We do not have any exclusives nor block space for any tour operator or bus company. Our program is on a first-come basis. For example, when a group calls your charter department to come to Bally's Park Place, your charter department calls our charter booking number to see if there is space available. If there is space available, we are most happy to put the group down for arrival on the day you request. When the group arrives we give each charter member \$10. Obviously, if the number of buses that we can accommodate on any one particular day is full, then we will not be able to accommodate the group.

As you know, being a bus operator, weekends are the "easy sell" and of course those are booked months in advance. For the weekend groups, we do require a group contact and a phone number in order for us to check occasionally to see if the operators are not blocking space.

We are very proud of our casino and of our bus program and we look forward to your participation with us. If I can answer any further questions, please do not hesitate to call.

Sincerely,
PARK PLACE CASINO HOTEL

Allen McClain
Director/Charter Sales

AM/rps

Enc.

cc: Ms. Redenia Gilliam

SECTION VI - Correspondence from Gladney's Transportation
Playboy Casino



301-235-2100



301-235-2101

Gladney Transportation
2739 Greenmount Avenue
Baltimore, Maryland 21218

June 15' 1983

Honorable Paul Sarbanes
United States Senate
Washington, DC. 20510

Dear Senator;

Enclosed please find documents identifying a problem of racial discrimination by the Atlantic City Casino's against Black and Minority Bus owners and America's Black citizens in general.

I bring this matter to your attention to first seek your assistance in initiating an investigation by the United States Attorney General's office and Mr. R. H. Taylor of the Interstate Commerce Commission, to bring an end to this violation of the civil rights of small business and Blacks.

Secondly, I bring this matter to your attention as I have been advised that on June 14' 1983 in the District Court of Maryland Case #11649-83 was ruled in the favor of Ellsworth Williams, who brought charges against the Gladney Transportation for having cancelled a contract of his.

Mr. Williams I'm told used your name to convince the judge that the Gladney transportation had done him and his organization a disservice, when the Casino cancelled his casino appearance, and we as yet have the equipment to move him to Atlantic City.

The judge acted on a matter for which he had no jurisdiction since the matter as you will see from the enclosed, in total, is currently in litigation by the New Jersey agencies listed herein.

"Quality Makes The Difference"
133X



301-235-2100



Gladney Transportation
2739 Greenmount Avenue
Baltimore, Maryland 21218



301-235-2101

Page two of ltr to Senator Sarbanes.

I find that all carriers involved were issued certificates of operating authority by the Interstate Commerce Commission of the United States, and the only way this authority can be abridged is through the efforts of the issuing agency and not by the corporate structure of the Casino's.

This matter is therefore the responsibility of the ICC to investigate and resolve, with the assistance of Mr. French Smith, the United States Attorney General.

I attended a meeting on June 14' 1983 in the office of Mr. Richard Woodard of the Division of Law & Enforcement of the Equal Opportunity and Attorney General's office for the state of New Jersey.

This office is currently investigating this matter on the state level, and the information which I'm given concerning Mr. Ellsworth Williams' claim to your office having investigated our charge, has been found to be in error, for in speaking with Mrs. Jones of your office even date, she has been unable to find any one on your staff with knowledge of this situation or having contact with Mr. E. Williams.

I would appreciate your forwarding any information which you may be able to find within your staff concerning this matter, for I would need to know the truth so as we might be able to proceed against the culprit.

As you will see, I have just about covered the entire Congress with this matter, and I have yet to receive the first reply to even acknowledge receipt of the writing which I know the Congressmen have received. I have received good cooperation from Senator Lipman of New Jersey, Mr. McEryde of the Atlantic City Casino Control office of Jack Wood, and Mr. Richard Woodard as herein above mentioned.

This matter has been moved to it's present posture by a Mr. A. McDaniel of Cobra Coach Lines, at 3233 Laconia Ave, Bronx, NY 10469, phone #212-547-3100, who I would wish that you would also direct any correspondence to, and I, the undersigned for the Gladney Transportation. I can be contacted at 235-2101 Monday thru Friday between 11-7 P.M. and evenings at 276-1937.

"Quality Makes The Difference"
13+X



301-235-2100



301-235-2101

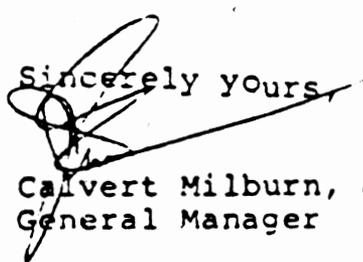
Gladney Transportation
2739 Greenmount Avenue
Baltimore, Maryland 21218

Page three of ltr to Senator Sarbanes.

Please therefore assist us in this endeavor to have restored our right to operate under the authority granted us by the Interstate Commerce Commission, and that should the casino's have certain criteria, that they would not create an interruption to interstate commerce by their systematic discrimination, but request the alteration of Federal laws through the processes available to them for that purpose.

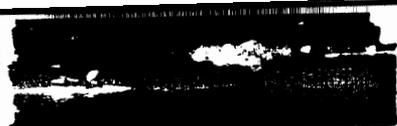
Mr. Reagan has spoken in favor of Black and Minority business enterprise, and he should only know that this problem now exists.

I would like to proceed against Mr. Williams and the judge on an immediate basis, and am in need of information concerning your office investigation of this particular case. I would further appreciate your assistance in the investigation of our complaint against the casino's by the Interstate Commerce Commission and the United States Attorney General, to insure that Blacks are no longer discriminated against by these people, your kind cooperation is appreciated and with kind regards I remain

Sincerely yours,


Calvert Milburn, Jr.
General Manager

Enclosures: Miltiple



301-235-2100



301-235-2101

Gladney Transportation
2739 Greenmount Avenue
Baltimore, Maryland 21218

May 2' 1983

Honorable Peter Rodino
U. S. House of Representatives
Washington, D.C.

Dear Congressman Rodino;

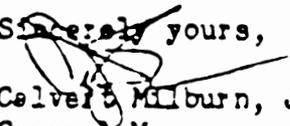
Submitted herewith are copies of correspondence dealing with matters of a serious nature involving the Atlantic City Casino Establishment. The enclosed will outline in detail the problem which we as well as many other black and minority businesses are experiencing in trying to get our fair and equitable share of an area which we are authorized by the issuance of a certificate of necessity and convenience by the Interstate Commerce Commission, but are being denied this authority operation, by the Casino establishment.

I have spoken with each of the enclosed, and am in hopes that you will join us in our effort to determine just why we must be singled out by the casino's and not permitted to serve the public for which we were and have been authorized to serve.

This situation has costs us to sit by and watch the public seek out cheaper vendor's as a result of our having to purchase casino slots from agents who do not own busses, and the majority of those they use, are operating without having obtained the proper ICC Line service authority.

Accordingly request your able assistance in reaching a solution to as submitted. I will be available for conference at your scheduling, and appreciate your assistance in the foregoing, with kind regards I remain

Sincerely yours,



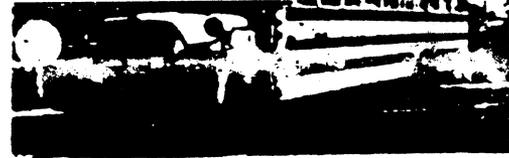
Celver B. Milburn, Jr.
General Manager
CMJR/rg

"Quality Makes The Difference"

1983



301-235-2100



301-235-2101

Gladney Transportation
2739 Greenmount Avenue
Baltimore, Maryland 21218

May 16' 1983

Honorable Clarence DuBurns
President Baltimore City Council
100 N. Holiday Street
Baltimore, Maryland 21202

RE: Atlantic City Situations

Honorable Councilman Burns;

Enclosed for your information and assistance is correspondence which advises of situations encountered by the Black and Minority Transportation Operators from Richmond VA through Maryland and as far east as the state of MASS.

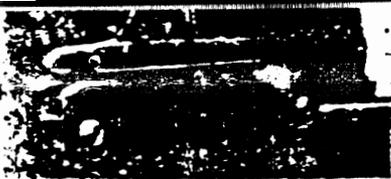
I have taken the initiative to make several contacts concerning this matter as I find it to be racial in every sense of the word. For White companies operate in abundance to and from Atlantic City on a daily basis, while blacks and minorities are continuously pushed around even after having laws implemented in the state of New Jersey which are designed to give Blacks and Minorities 15% of all contracts and other activity.

I feel that if you were to correspond with the government of the state of New Jersey, and advise that you have been made aware of their prejudice activity, and mention the probable amounts of revenue which comes from our state. Further, how we decided to forego the establishment of Casino's in Maryland as a result of their proposed equal handling of affairs. Given the enclosed information, you have decided to now take steps to withdraw persons and revenue from the state of New Jersey with the implementation of City Ordinance directing that the state legislature immediately direct the construction of Casino World at Ocean City, Maryland.

Would appreciate your immediate assistance in this and related areas of this particular industry. Would also intertain your establishing an oversight committee which would be responsible to over see the equal and timely distribution of contractual obligations to Blacks and Minorities in the Baltimore area, thus increasing the number of Black and Minority enterprise.

"Quality Makes The Difference"

F R 1 137X



301-235-2100



301-235-2101

Gladney Transportation
2739 Greenmount Avenue
Baltimore, Maryland 21218

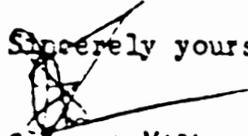
PAGE TWO: Ltr to Council President DuBurns, dtd 5/16/83

I appreciate your assistance in this matter, and before I go, I must advise that I feel that some form of media coverage is necessary if we expect to settle this matter, in that our people will continue to use the white companies even after being advised of this problem.

We have to go to court (Small Claims) on June 14' 1983 after having been sued by our Mr. Ellsworth Williams of the Hub organization. His reasoning is very marginal and without proper justification.

Again many thanks for what you have done and are yet doing, expecting to hear from you very soon, and with kind regards I remain

Sincerely yours,


Calvert Milburn, Jr.
General Manager

GMJR/cj

Encls:

"Quality Makes The Difference"

135X



301-235-2100



301-235-2101

Gladney Transportation
2739 Greenmount Avenue
Baltimore, Maryland 21218

April 26' 1983

Interstate Commerce Commission
Baltimore Field Office
ATTN: Mr. William Hughes
1025 Geo. Fallon Federal Bldg
Baltimore, Maryland 21201

Dear Mr. Hughes;

Enclosed please find copy of letter and enclosures which have been forwarded to the addressee as per the enclosed. I feel that you should be aware of the incident, since it is that I feel that interstate commerce is being interrupted, and the applicable statutes violated.

This problem has existed for more than a year, but has just recently become a threatening situation to the operators. The line persons have no real problem, as they are more or less guaranteed on a daily basis, then they get whatever we should be able to get.

We are not in it for Atlantic City, but do not wish to have our authority abridged not by government, but by the individual casino's.

Numerous carriers have been adversely affected, and while we are not spokesmen for the body, we are the carrier most recently suffering a loss as a result of casino actions. Thank you for your continued support and with kind regards I remain

Sincerely yours,



Calvert Milburn, Jr.
General Manager

"Quality Makes The Difference"

EXL# 3 7

139X



301-235-2100



301-235-2101

Gladney Transportation
2739 Greenmount Avenue
Baltimore, Maryland 21218

April 26' 1983

Newark Office of Real Property
ATTN: Mr. Otto S. Roquemore, Mgr
32 Green Street
Newark, New Jersey 07102

Dear Prince Goody;

Enclosed is copy of letter we discussed on my recent visit to your city. I really enjoyed the visit, and hope that many more will be in the making.

I will be back in your area within a couple weeks, and maybe sooner, depending upon developments in the attached information and letter.

Would suggest that should you desire to correspond with me, that you would direct such to my home address: 1711 E. Lafayette Avenue, Baltimore, Maryland 21213, and when in the area, give a ring and drop in. Ph# 301-276-1937.

Have got to go on with other writings, must therefore bid fairwell for now, with kind regards I remain

Old Air Force Buddy



Calvert Milburn, Jr.
General Manager

CMJR/cj

4 Encls:

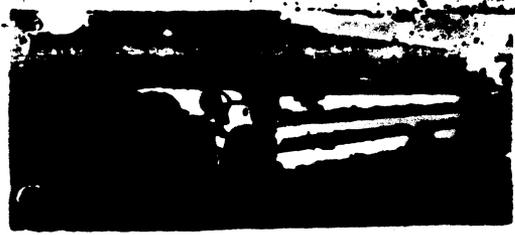
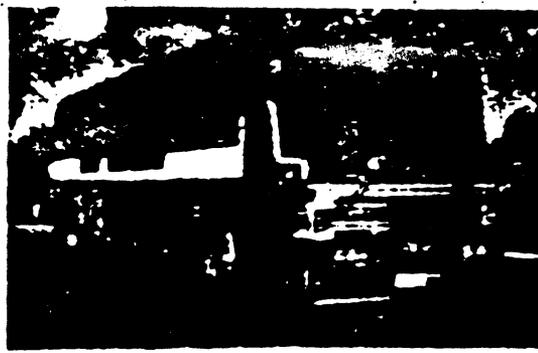
"Quality Makes The Difference"

EMJ # 9

140X



301-235-2100



301-235-2101

Gladney Transportation
2739 Greenmount Avenue
Baltimore, Maryland 21218

April 26' 1983

Honorable: Parren J. Mitchell
U.S. Congress 7th District
1921 Bloomingdale
Baltimore, Maryland 21216

Dear P.J.;

At the crossroads we meet once again, trust this note finds you well, and moving at a much slower pace than last we met at the affair for St. George.

I have enclosed a copy of a letter which I've sent to a Mr. Werner McBryde of the Affirmative Action, Atlantic City Casino Control Commission.

This is a matter which I feel warrants some immediate and up front investigation, as I find the practice to be overly discriminatory in that a number of operators have been affected, all of whom are black, yet our folks keep piling on those other folk busses at a rapid pace while ours sit.

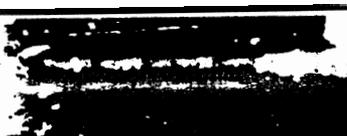
Someway and somehow, this information must be brought to the attention of the public at large. I wish there were some way we could stop them from giving up those bucks, but just to give them the knowledge will I'm certain, be enough.

Thank you for your cooperation, I shall keep in touch, and with kind personal regards I remain

Sincerely yours,



Calvert Milburn, Jr.
General Manager



301-235-2100



301-235-2101

Gladney Transportation
2739 Greenmount Avenue
Baltimore, Maryland 21218

April 25' 1983

Casino Control Commission
ATTN: Mr. Werner McBryde
City Center Bldg, 1300 Atlantic Ave
Atlantic City, New Jersey 08401

Dear Mr. McBryde;

This writing is with reference to our recent phone conversation concerning the cancellation of an April 24' 1983 Playboy casino slot, by the Playboy, for our alleged failure to comply with Playboy insurance requirements. (See enclosed).

In the first week of March 1983, I contacted the Playboy director, a Miss Vicky Reale, for reservations for Mr. Williams group, and was advised at that time, that Mr. Williams group would be accepted on April 24' 1983 at 8:15 P.M., and would then receive \$10.00 quarters, a Prime Rib and a \$5.00 voucher.

During the latter part of March, I received from the Playboy the enclosed Memo advising of their insurance requirements, and upon it's receipt, I called Vicky and was advised that these requirements would have to be met, and a copy of our operating authority was also requested.

Our compliance was in total, in that I forwarded the authority, and our insurance company was contacted, and their contacts made. The 15th of April had arrived, and I still did not have the written confirmation, so on Monday April 18' 1983, I phoned the Playboy and was advised that no such space or confirmation existed.

I spoke with Vicky, and she too, advised of no such confirmation only after advising me further, that we had failed to comply with the insurance requirements of \$10,000,000.00.

Following the close of conversation with Vicky, I phone our Mr. Williams and advised him of the situation, and gave him the

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142X



301-235-2100



301-235-2101

Gladney Transportation
2739 Greenmount Avenue
Baltimore, Maryland 21218

Page Two of ltr to Mr. McBryde, dtd 4/25/83

name of Miss. Vicky Reale and her phone number upon his request. Mr. Williams asked of me if I knew why his trip had been cancelled, also that his initial intent was to file action against the Gladney Transportation.

On April 20' 1983, Mr. Williams advised that he had contacted Vicky and she advised him also that the Gladney Transportation had failed to meet the insurance requirements.

We could have maybe purchased a slot for another casino from such locations as is enclosed or maybe from someone up your way, but it has become increasingly hard just to get into Atlantic City.

Information has been received to the effect that unless a piece of equipment of 1973 or newer, it can not come into the Atlantic City area.

Enclosed is copy of the Interstate Commerce Commissions insurance requirements which currently require insurance to be available in the amount of \$500,000.00, for interstate travel, and I feel strongly that the Casino's requirements for \$10,000,000.00 is in violation of Federal Law, and a direct interruption to interstate commerce.

All carriers, large and small have been issued these certificates of authority to transport passengers upon their request, and I feel that the Casino's should not be permitted to discriminate.

Their proposal is unfair in that most everyone works during the week (Monday thru Friday), and as a penalty imposed solely by the casino's, if these persons cannot arrive during their work periods then they cannot arrive on weekends.

Weekday slots are also difficult to get for some of us in that if we get into Atlantic City at all, we must purchase our slots from agencies from Atlantic City to New York, to Philadelphia, to Maryland to Virginia or wherever one may be purchased.

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301-235-2100



301-235-2101

Gladney Transportation
2739 Greenmount Avenue
Baltimore, Maryland 21218

Page three of ltr to Mr. McBryde, dtd 4/25/83

These slots when purchased, must be charged out to the chartering party at additional cost, thus increasing our charge and causing the customer to look around for a cheaper vendor, which in most instances is the line service company who has a daily allocation to the casino he serves.

The present method if left to continue, will put many operators out of business, and in other situations, cause the few to have to turn Atlantic City charters down completely for continued fear of having to be taken to court by some irate customer for not being able to override a casino cancellation such as the one encountered just recently.

Your every consideration in this matter is appreciated, and I await your advise as to how to further handle our sales activity from this point. My office hours are 10:00 a.m. til 6:00 P.M. Monday thru Friday except holidays, and will travel to your area upon your advise, with kind regards I remain

Sincerely yours,


Carvert Milburn, Jr
General Manager

CMJR/cj

4 Encls:

cc: W. M. Lipman Senator 29th
P. J. Mitchell, US Congress 7th
Wm. Hughes, Regional Field Dir. ICC
File

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144X



ATLANTIC CITY



GLADNEY TRANSPORTATION
2739 GREENMOUNT AVENUE
BALTIMORE, MD 21218

788 BOARDWALK
ATLANTIC CITY, NEW JERSEY 08404

ENCL #2

MEMORANDUM

TO: ALL PLAYBOY MOTORCOACH OPERATORS
FROM: PLAYBOY HOTEL/CASINO TOUR & TRAVEL

Playboy Hotel and Casino requires that all carriers submit a Certificate of Insurance to keep on file at the casino.

The carrier's Certificate of Insurance must include the following:

- ✓ 1. Include Playboy-Elsinore and Associates as an "additional insured".
- ✓ 2. Carry a minimum of \$1,000,000. in combined bodily injury and property damage liability.
- ✓ 3. Carry excess policy for bodily injury and property damage combined with a minimum limit of liability of \$9,000,000.

Thank you for your cooperation in this matter.



301-235-2100



Gladney Transportation
2739 Greenmount Avenue
Baltimore, Maryland 21218



301-235-2101

April 25' 1983

Wynona M. Lipman
Senator Newark 29th District
50 Park Place, Suite 938
Newark, New Jersey 07101

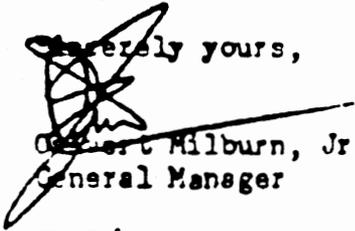
Dear Senator Lipman;

I would like to thank you for your immediate handling of what I now consider, a crisis situation. I want you to know that your promptness is much appreciated, and that we will endeavor to keep you advised as to our progress.

Contact was made with Mr. Warner McBryde of the Casino Commission, and he has offered to look into the matter, a copy of correspondence to him is herewith enclosed, as with other related correspondence.

I shall remain available for immediate conference in this matter, and hope that it might be cleared up very soon, with kind personal regards I remain

Sincerely yours,



Robert Milburn, Jr.
General Manager

CMJR/rg

Encls:

"Quality Makes The Difference"

Encl # 10

147X

**SECTION VII - Correspondence - John Hayes
(Caesar's/Bally's/Resorts/Tropicana)**

area Charter Inc
11-13 Hartford St
Newark, New Jersey NJ101

January 7, 1964

Justice Complex
Division of Gaming
CI 047

Dear Madam:

on our phone conversation of January 7, 1965, concerning booking buses in various casinos. When we were unable to book in a casino we contacted other bus companies and agencies which cost 25.00 to 50.00 dollars a slot. And I've heard through other black owned companies that they have been charged 100.00 per bus. No payments for these slots were ever made directly to the casino. On other occasions bus companies have let us use their slots when they had an overflow and couldn't use them.

Also when we couldn't obtain slots, various companies would call my company for buses for the weekend because of their overflow. I hope this information will be of help to your investigation to make matters better for the minority Entrepreneurs.

Very Truly Yours,
John A. [unclear]
President



Hayes Charter, Inc
81-83 Hartford St
Newark, N.J. 07103

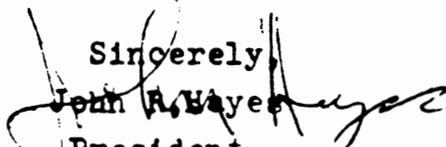
October 31, 1984

Justice Complex
Division of Gaming
CN 047
Trenton, N.J. 08625

Re: Caesars Boardwalk
Regency Hotel Casino
2100 Pacific Ave.
Atlantic City, N.J. 08401

Dear Mr. Woodard:

I am writing this letter hoping to get some sort of relief of whats happening in dealings with the casinos. On the day of Oct 16, 1984 my secretary made reservations for two buses into Bally's Park Casino for a 12:30 P.M. arrival with a rebate of \$5.00 dollars Oct 28, 1984. The group was the V.F.W. out of Maplewood, N.J., under the Busy Bee. At the time my secretary called the reservation, the customer was present and inturn I received their deposit. Because of this mishape it has cost my company \$410.00 in rebates to the group in order to satisfy my customer. This isn't the first time this has happened to me. Last year a similar incident happened where I sent my bus into Bally's Park with the intentions of receiving a rebate, my bus arrived the driver was told ther was no reservation made. Emphatically I must inform you of this event because I feel things have gotten out of control, and hoping you can give me some support to end what has been happening.

Sincerely,

John A. Hayes
President

Hayes Charter Inc
67-03 Hartford St
Newark, New Jersey 07103

January 7, 1984

Dear Sir:

I've read a article in the Sunday Press on December 30, 1984, concerning the interest Tropicana has in minority business. My company received a questionnaire that Glenn Little mailed out. In turn we answered all the questions and sent it back in. We also made a phone call to Katharine Ehlers regarding their interest in doing business with our company. Katharine Ehlers said if we can do business with your company you will hear from us. It would be appreciated if you could give us some type of respond to the questionnaire my company completed. Enclosed is a copy of the letter sent to us that was accompanied by a questionnaire. All necessary information was sent out, August 23, 1984 to Katharine Ehlers, director of purchasing.

Very truly yours,

John P. Hayes

President

John Hayes

I receive the form around and get a date.
 I would think. It makes to get date,
 to get date into the country system
 matter. There is a problem for me
 310 appropriate given interest in this
 NCT # 1154-C-100 - the date of this party.
 Committee concerned for the best of
 interests of things (interest in Newark, N.J.)
 John Hays...

John Hays

Atlantic City, N.J. 1901
 Hotel and Casino
 Sherman

8/23/34

07103



152x
 Incident
 John R. Hays
 Very truly yours

RECEIVED
OCT 20 1981
NEW JERSEY
CASINO CONTROL BOARD

John R. Hayes Jr.
Hayes Charter Service
1244 Roger Avenue
Union New Jersey

Dear Ms. Dolan

I am writing you at this time to inform you of the problems I am having of accomadating my customers with weekend bookings at the Atlantic City casinos. Such as Bali's Park Place, Ceasers Boardwalk Regency and the Play Boy Club. These casinos have continuously refused my requests for these bookings.

As I understand, according to an article published in the Star Ledger Feb.18,1981 stating that " Casinos Reserve 15% of all Pacts for All Minorities". Most of my charter bookings are for weekends. Very seldom do I have a request for weekdays. I have been informed that in order to get weekend bookings at the casinos that I would have to book at least three bookings during the week.

The casinos are booking at least one hundred twenty busses per day. All Iam asking is weekend bookings to accomadate my customers requests.

Enclosed are copies of letters that were sent to the casinos, clipping: from the Star Ledger, and a copy of one of the letters I have to send to my custers, The Brotherhood of Minority Business Progerss Ins., of which I am a member. I have attended meetings, made numerous phone calls and still no progress has been made.

Mrs. Dolan, would you please look into this matter of problems that I and other minorities are having?

Listed below are key persons at three casinos that I have contacted on the problem.

1. Play Boy Club, Mrs. Graves 609-344-4000
2. Bali Park Place 609-340-2336 Mr. Mc. Clain
3. Ceasers, Ms. Barbara Blumeberg, 609-340-5577

I would appreciate any help you can give. Thanking you in advance.

J. Hayes

HAYES CHARTER SERVICE
1244 ROGER AVENUE UNION, N. J. 07083

July 24, 1981

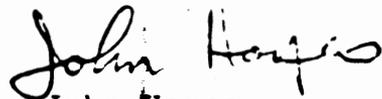
Dear Mrs. Alford:

The trip to Atlantic City you had booked with me for August 8th to the Playboy Club - I'm sorry to say I cannot accommodate your group.

I tried to book you in Playboy, Ceasars and Park Place but was turned down. Because I do not bring groups during the week, they refuse me weekend bookings.

If you could charter my bus for a weekday, I might be able to get you in on a weekend. If not I cannot accommodate you.

Yours truly,



John Hayes
Hayes Charter Service

HAYES CHARTER SERVICE

1244 ROGER AVENUE

UNION, N. J. 07083

July 23, 1981

Mr. Porter
Brotherhood & Minority Business Progress Inc.
1516 Atlantic Avenue
Room 300
Atlantic City, New Jersey 08401
609-345-8402
Dear Mr. Porter:

I am writing concerning the booking situation in Atlantic City Casinos. I thought the meetings at the West Complex School and the one we had with Mr. Derkin at Ceasars would solve the problems we've been having.

I was getting direct booking with Ceasars weekdays and weekends - about 15 trips. Some trips I couldn't book myself; I went through another company. On July 10th I called Ceasars to book trips because the local clubs and Elks wanted to use my services. The answer I got was that if I couldn't give them 3 weekday bookings I couldn't get any weekends.

I received from Park Place their summer and fall packages. I called in for a Saturday booking for one bus and I was told no weekdays, no weekends. The bus program they sent me did not mention no such deal.

I called the Playboy talked to Ms. Graves concerning bookings and she told me the same story - no weekdays, no weekends. I explained to her it was hard for me to bring in weekday business of my own because I was not large enough to run a line to Atlantic City and the Casinos do not help me advertise like they do the larger bus companies. I also asked her if she could help me under the Minority Agreement which her Casino signed reserving 15% of all contracts to small operators. She said she never heard of any such agreement and could not help me. I am sending her a copy from a newspaper explaining the voluntary agreement signed by Playboy, which appeared in February 1981.

Ms. Graves admitted not knowing of the 15% reserve for minorities nor does she know the hardships the Casinos put on small operators when they are refused weekend bookings because they cannot bring in weekday groups. The way we operate when we can't get bookings is to go to a travel agent or larger bus company and go in under their name. Most of the time we lose the job. I feel if a Casino is booking 100 buses a day, 15 of those buses should be minority owned. That's what the agreement they signed means. Did they all sign so it would be easier to get their license to operate? or not really meaning what they agreed on and figured they wouldn't have to deal with it?

Mr. Porter will you please look into this matter concerning the problems myself and other minorities are having.

Thank you.

John Hayes
Hayes Charter Service

WEE 3 FOR AIDS
148 Mapes Avenue
Newark New Jersey

4/3/65

Mr. John R. Hayes Jr.
Hayes Charter Service
80 Hartford Street
Newark, New Jersey
07103

07112

Dear Mr. Hayes:

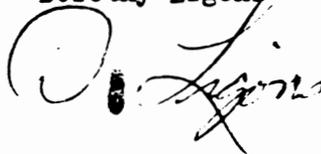
We are a group of three, in the process of establishing an organization that will assist underprivileged children, by providing free clothing, free trips during summer vacations and various activities. In order to institute such activities we need to raise money. One way we felt is to run bus rides to Atlantic City Casinos. We were told that the casinos in Atlantic City, provide free busses to various organizations.

We immediately began inquiring to various casinos and were informed that this is not true. After more inquiries we found out that they give these free busses to various organizations such as Catholic Charities, free of charge.

We would appreciate any help or information on how to go about obtaining casino busses free of charge from the casinos.

Thanking you in advance for any help you can provide.

Sincerely Yours,
Dorothy Ligons



MARY A. MCCULLERS
218 ALEXANDER ST
NEWARK, NEW JERSEY 07106
MARCH 4, 1985

MR. JOHN R. HAYES JR.
81-83 HARTFORD ST
NEWARK, NEW JERSEY 07103

DEAR MR. HAYES:

I HAVE BEEN VERY PLEASED WITH THE SERVICE THAT YOUR COMPANY HAS EXTENDED TO ME AND MY ORGANIZATION, SINCE WE STARTED DOING BUSINESS.

MY REASON FOR WRITING IS TO KNOW WHY, IS IT THAT ON SEVERAL OCCASSIONS WHEN I CALL FOR DATES FOR ATLANTIC CITY YOUR NEVER ABLE TO SATISFY ME. MY ORGANIZATION FREQUENTLY TRAVELS BY BUS LOADS TO ATLANTIC CITY ON SATURDAYS AND WOULD LOVE TO CONTINUE TO DO BUSINESS WITH YOUR COMPANY.. THERE ARE OTHER BUS COMPANYS INWHICH YOUR COM* PETING WITH AND SINCE THEY ARE ABLE TO SATISFY OUR NEEDS FOR SOME UNKNOWN REASON THEY HAVE WON OUR BUSINESS IN ATLANTIC CITY DEALINGS. WHENEVER I CALL LARGE WHITE COMPANYS I HAVE NO PROBLEM RESERVING SPACE.

MY ORGANIZATION IS INTERESTED IN THE FREE BUS PROGRAM THATS AVAILABLE. IF YOU CAN GIVE MORE INFORMATION IT WOULD GREATLY BE APPRECIATED. WE HAVE CALLED SEVERAL CASINOS TRYING TO OBTAIN INFORMATION FOR OUR NON-PROFIT ORGANIZATION BUT WAS UNSUCCESSFUL. I AM SURE THERE IS SOME EXPLANATION FOR ALL OF THIS. IF THERE IS ANYTHING I CAN DO PLEASE LET ME KNOW. I WOULD LOVE TO CONTINUE OUR ATLANTIC CITE BUSINESS BUT AT THIS TIME I MUST GO ELSEWHERE.

SINCERELY,

Mary A. McCullers

SECTION VIII - T. Hall Charter Service

May 2' 1983

TO: Whom It May Concern:

I, Elizabeth Hall Johnson d/b/a Hall's Charter Service, a 100% minority company (black & female) holding authority to perform charter and special operations between points in the United States (except Hawaii).

Hall's charter is confident that it has one of the best maintained fleets of motor coach busses available for charter and special operation service within the Washington, Annapolis, and Baltimore metropolitan area.

The companies equipment is clean, with restrooms and air conditioned. We have coaches ranging from 1967 to 1982; 46 and 47 passenger seating capacity.

As a minority charter company, I feel that Atlantic City casino's have been noticeably negligent in distributing their weekend bookings. We deal strictly with the working class of people who only travel on weekends. It has become extremely difficult to get weekend bookings regardless of weather weekday bookings are arranged or not.

Hall's charter has had to resort to paying for bookings through various companies, thus having to tack on additional charges to the customer.

Hall's charter service has taken it upon itself to visit the casino's on a one to one basis to see if their could have been some type problem that it was not aware of. I was told that I must bring at least two weekday bookings for every weekend booking I had need of. Hall's charter service complied with this and was then told that it was based upon a standard of availability only.

My customers have had to call larger companies, who seem to have line runs and are getting the same bookings that I was told was not available.

Hall's charter service has registered with each casino in Atlantic city. We have complied with the insurance requirements, and have the necessary Interstate Commerce Commission authority.

ENCLOSURE 160X

PHONE 768-6616

Page Two of ltr dtd 5/2/83 Subj: Atlantic City situations

We would appreciate it if you would take the time to look into this matter. We shall be grateful to receive some response at your earliest convenience

Sincerely yours,

Elizabeth Hall Johnson

Elizabeth Hall Johnson
Hall's Charter Service

EHJ/cm

CALL 12

161X

**SECTION IX - Department of Transportation/Ocean Breeze
Illegal Operation**



IN REPLY PLEASE REFER TO

State of New Jersey
DEPARTMENT OF TRANSPORTATION
1035 PARKWAY AVENUE
P.O. BOX 101
TRENTON, NEW JERSEY 08625

Office of Regulatory Affairs
N.J.D.O.T.
Gateway #1 - Suite 505
Market Street
Newark, N.J. 07102

one P. Canby
Commissioner

February 17, 1982

Mr. Murrell T. Watkins, President
Ocean Breeze Transit Co., Inc.
1812 Marmora Avenue
Atlantic City, NJ08401

RE: Your letter dated January 18, 1982
concerning illegal operation in the
Vineland area by Chick's Tours

Dear Mr. Watkins:

Our investigation conducted during the period January 29, 1982 through February 9, 1982 by our Motor Carrier Investigation Section, into the possible illegal operation of Chick's Tours, has yield the following:

Chick's Casino Tours, Inc. received approval for transfer of Certificate of Public Convenience and Necessity from Atlantic City Transportation Company, Docket No. 81-84, authorizing charter and special bus operations over irregular routes (NJDOT 280C) on October 5, 1981.

They have a lease agreement with Packard Associates for use of Silver Eagle, 1970, 35113, bus number 101.

Further investigation reveals Chick's has been conducting only charter and special charter operations, and on the occasion of January 17, 1982 was engaged in charter operation.

If you have further or definite proof that Chick's Casino Tours, Inc. is engaging in operations that exceed his authority, please do not hesitate to contact this Office.

-continued-

Mr. Murrell T. Watkins, President
Ocean Breeze Transit Co., Inc.

L2-

February 17, 1982

At the same time, other illegal operations investigations are continuing on the Vineland area and will produce any violations to your operation or of Department of Transportation authority.

Very truly yours,

William Quash
William Quash
Office of Regulatory Affairs

WQ:mf

MICHAEL F. RICCARDELLI
A PROFESSIONAL CORPORATION
ATTORNEY AT LAW
24 PORTLAND PLACE
MONTCLAIR, NEW JERSEY 07042
(201) 783-5010

OWIP (201) 783-5790

February 10, 1982

State of New Jersey
Department of Transportation
Office of Regulatory Affairs
Gateway 1
Newark, New Jersey

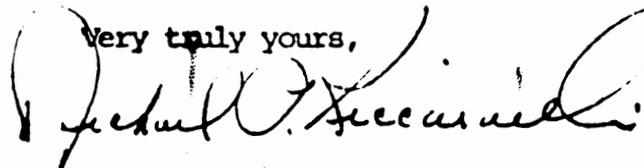
Re: The Petition of Golden Coach, A.C., Inc.
for a Regular Route Operation
Docket No. 81-223

Gentlemen:

We are enclosing the original and one copy of a notice of motion on behalf of Ocean Breeze Transit Co. in the above matter. As the motion reflects, Ocean Breeze protests issuance of the requested authority to Golden Coach, seeks status as an intervenor, requests that an enforcement proceeding be commenced against Golden Coach and seeks to have the matter determined to be a contested case.

We are serving a copy of the enclosed motion on the attorney for Golden Coach by copy of this letter.

Very truly yours,



MICHAEL F. RICCARDELLI

KMS

cc: Ocean Breeze Transit Co.

OCEAN BREEZE TRANSIT CO., INC.
1812 Marmora Avenue
Atlantic City, NJ 08401
February 8, 1982

Mr. William Quash
Office of Regulatory Affairs
N.J.D.O.T.
Gateway #1, Suite 505
Market Street
Newark, NJ 07102

Dear Mr. Quash:

I have written to your office several times about illegal operators in the Vineland area and pick ups on my route.

In my opinion, the following buses are picking up illegally.

1. Chick's Tours - 1964 GMC License DYN 141
2. Rainbow - 1970 Eagle, License OXY 396
This company has filed for a D.O.T. operator's license for the Burlington County area. Rainbow picked up January 30, 1982 in Upper Deerfield in my location; and also on Wednesday night, February 3, 1982.
3. American Sightseeing International picked up at 6th & Elmer Streets at 9:45 a.m., 15 minutes before Ocean Breeze picked up at 10 o'clock that morning and took some of the people to Harrah's Marina Hotel Casino. They used a 1962, 4106 bus with the name Air Brooks written on the side of the bus.
4. I purchased two tickets yesterday at the Presidential Motor Lodge and Diner in Vineland and two tickets from American Sightseeing International Tours.

We shall be grateful to you if you would direct your attention to this urgent matter right away and to stop this action taken by the above mentioned companies.

Yours truly,



Murrell T. Watkins, President

MTW/aw

cc: Frank Fitzsimmons
John Cronshey
Solon Karakoglou

OCEAN BREEZE TRANSIT CO., INC.
1812 Marmora Avenue
Atlantic City, NJ 08401
February 8, 1982

Mr. Michael F. Riccardelli
24 Portland Avenue
Montclair, NJ 07042

Dear Mr. Riccardelli:

In reference to Golden Coach's illegal operation in the Vineland area and their filing a petition to pick up and transport passengers to Atlantic City from Landis Avenue and Delsea Drive is a paramount concern of ours.

We are concerned, too, about the time element involved in pursuing this case. We would like for you to file a protest on our behalf with the Department of Transportation and for you to keep us abreast of the progress being made in this case.

We would also like for you to file a lawsuit against Golden Coach in the amount of \$10,800.00 in lost revenues from our company because of the action taken by Golden Coach. Also include court cost and attorney fees in appealing this petition.

Sincerely yours,



Murrell T. Watkins
President

MTW/aw



IN REPLY PLEASE REFER TO

State of New Jersey
DEPARTMENT OF TRANSPORTATION

1038 PARKWAY AVENUE
P.O. BOX 101
TRENTON, NEW JERSEY 08625

Office of Regulatory Affairs
N.J.D.O.T.

Gateway #1 - Suite 505
Market Street
Newark, N.J. 07102

Anne P. Canby
Commissioner

January 28, 1982

Ocean Breeze Transit Co., Inc.
1812 Marmora Avenue
Atlantic City, NJ 08401

Re: Possible illegal operators, Vineland, NJ

Attn: Murrell T. Watkins

Dear Mr. Watkins:

Your recent complaint of possible illegal operators in Vineland near your route operation or adjacent to it is being forwarded to our investigative office for further investigation.

After the above operations have been investigated for reasonable period of time, the results of that investigation will be forwarded to this office for whatever action is deemed necessary. At that time, we will make you aware of our decision.

Very truly yours,

William Quash
Office of Regulatory Affairs

WQ/dc



OCEAN BREEZE TRANSIT CO., INC.

1812 MARMORA AVENUE
ATLANTIC CITY, N. J. 08401

609 - 345-9132

January 18, 1982

Mr. Frank Fitzsimmons, Director
Office of Regulatory Affairs
1035 Parkway Avenue
Tronton, NJ 08625

Dear Mr. Fitzsimmons:

This letter is in reference to another illegal operation -- picking up of passengers on my line run in Vineland, New Jersey.

I, myself, witnessed this pick-up at the corner of Landis Avenue at the Sacred Heart's Church. This pick up is only six (6) blocks away from my pick-up point.

There were two (2) bus loads of people and I had a total of eight (8) people on my bus. This occurred on January 17, 1982 at 3 p.m.

I have eight people who will witness to this transaction and their names are as follows:

Alice Butler	Edna Zielsdorf
Mary Jorder (Phone # 692-6468)	Helen Marching (Phone #825-5713)
Carol Rodgers	Barbara Thurman
Agnes Brown	Dolly Pinsky
Agnes Hughes (Phone # 691-6704)	Lydia Money
Paul Baitinger	Doris Baitinger

The bus used for the pick up was listed under CHICK'S TOURS and the phone number was 609-561-6334, 1964 or 1965 GMC with bus license number DYN 141. The second bus was a 1970 Eagle with the name of RAINBOW on the back and the phone number listed on that bus was 609-561-3887 and the license number OXY 396. The DOT numbers were 2800 and 35-113. The name Packard Associates was on the Eagle.

We shall appreciate it very much if you would investigate this concern of ours immediately.

There has been several other illegal operations witnessed in this same area and it appears that no one seems to be doing anything about it.

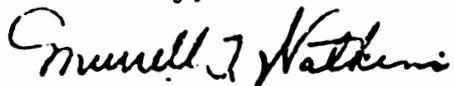
It also appears to me that the casinos are accepting people from bus operators who are operating illegally; thus, I assume, are giving out false information to the casinos. These two buses went directly to the SANDS CASINO and in my opinion, falsified information about pick-up points.

Mr. Frank Fitzsimmons, Director

January 18, 1982

Your immediate attention to these urgent matters are paramount.

Sincerely,



Marrell T. Watkins, President

MTW/aw

cc: Ms. Martha C. Dolan
Mr. Jerry Casser

P.S. If any other company (bus companies) who are filing on my line run or in the area of my line run, please notify me in writing immediately.

BENDIT, WEINSTOCK & SHARBAUGH

A PROFESSIONAL CORPORATION

COUNSELLORS AT LAW

80 MAIN STREET

WEST ORANGE, N. J. 07052

(201) 736-9800

BENJAMIN L. BENDIT*
THOMAS E. WEINSTOCK
RUSSELL S. SHARBAUGH, JR.
HILTON P. GOLDMAN
JERRY A. CASSER**
ALAN ROTH***
JAMES F. KEEGAN

ROGER J. DESIDERIO
MARC D. GARFINKLE****

COUNSEL
HARVEY A. LIEB
RONALD I. SHAPSS*
LOUIS HOBERMAN

* MEMBER OF N. Y. BAR ONLY

* MEMBER OF N. J. & N. Y. BARS
** MEMBER OF N. J. & MD. BARS
*** MEMBER OF N. J. & FLA. BARS
**** MEMBER OF CAL. BAR ONLY

November 4, 1982

Mr. Murrell T. Watkins
Ocean Breeze Transit Co., Inc.
1812 Marmora Avenue
Atlantic City, New Jersey

RE: Protest against Colonial Coach Corp.
Our File No. 17826-C

Dear Murrell:

I am happy to report that I was able to get Colonial Coach Corp. to agree not to pick up any passengers in Salem County on its proposed service to Atlantic City. This was a result of negotiations at a Prehearing conference at the Office of Administrative Law on Monday.

Very truly yours,

JERRY A. CASSER

JAC:pao



OCEAN BREEZE TRANSIT CO., INC.

1812 MARMORA AVENUE
ATLANTIC CITY, N. J. 08401

609 - 345-9137

July 23, 1982

Mr. Frank Fitzsimmons
Director, Office Regulatory Affairs
Gateway #1, Suite 505
Market Street
Newark, NJ 07102

Dear Mr. Fitzsimmons:

This letter is in reference to our conversation on July 22, about Tony Gabase, Dorothy Gabase, and Tony's brother of Chick's Travel Tours who have continued the illegal operation in the Vineland area. They have purchased two blue vans to transport patrons to the Lemon Tree (Restaurant) where they board the buses for the casinos.

Mr. Jerry Casser and I have contacted your office on numerous occasions concerning this illegal operation and it appears there hasn't been anything concrete developed to cease this illegal activity.

To my knowledge, D.O.T. has stopped Mr. Gabase twice. Their response is, they'll stop, but instead, move to a different location to continue their illegal activities. This illegal operation has definitely hurt my business financially.

During our conversation on Thursday, July 22, it was related to us that Tony Gabase and his brother were to have ceased their illegal operations. This is far from being the truth. They are telling people that D.O.T. cannot stop them because they are club members. He has made up membership cards which he has distributed to the patrons prior to making the trip to the casinos. So when, D.O.T. stops them, they will apprise them that this is a charter coming from Vineland and no one will stop a charter bus from transporting people to the casinos.

This area cannot support two companies. We left information in your office about American Sightseeing Tours and they are picking up illegally, too, on my line run.

(over)

Mr. Frank Fitzsimmons

2

July 23, 1982

We gave all the necessary information to Mr. Vince Labascio. He informed us that he will help solve this perplexing problem occurring on my licensed, line run.

Your immediate attention to this problem will be greatly appreciated.

Sincerely yours,

Murrell T. Watkins
President

MTW/aw

cc: Mr. Quash
Mr. Jerry Casser
Ms. Ruth Cicalease
Mr. William McKnight
Mr. Jack Wood



IN REPLY PLEASE REFER TO

John P. Sheridan, Jr.
Commissioner

State of New Jersey
DEPARTMENT OF TRANSPORTATION
1035 PARKWAY AVENUE
P.O. BOX 101
TRENTON, NEW JERSEY 08625

Office of Regulatory Affairs
N.J.D.O.T.
Gateway #1 - Suite 505
Market Street
Newark, N.J. 07102
201-648-6137

June 1, 1982

Mr. Merrill Watkins, President
Ocean Breeze Transit Co.
1812 Marmora Avenue
Atlantic City, NJ 08401

RE: Ocean Breeze Transit Co., Inc.
Cape May to Atlantic City Bus Route

Dear Mr. Watkins:

An investigation was conducted regarding your Cape May to Atlantic City bus route, and on three (3) separate occasions it was noted that there was no service from your Cape May southern terminus at 6:45 AM as indicated by your time table and as indicated by your Schedule "A" on file at this Office.

The above infraction constitutes a discontinuance of service and a flagrant disregard for your operating authority and your commitment to the consumer.

You are HEREBY ORDERED to reinstate that portion of your Cape May to Atlantic City bus route that was illegally discontinued. Failure to adhere to the above may mean a revocation of your operating authority.

If you feel you have substantial justification for altering your route service, you must file a petition in accordance with N.J.A.C. 14:1-6.8.

Questions concerning this matter may be directed to this Office during normal duty hours at (201) 648-6137.

Very truly yours,

Frank J. Fitzsimmons
Director
Office of Regulatory Affairs

FJF:WQ/mf

MICHAEL F. RICCARDELLI

A PROFESSIONAL CORPORATION

ATTORNEY AT LAW

24 PORTLAND PLACE

MONTCLAIR, NEW JERSEY 07042

(201) 783-5010

OWIP (201) 783-5790

April 2, 1982

Ocean Breeze Transit Co., Inc.
1812 Marmora Avenue
Atlantic City, New Jersey 08401

Gentlemen:

It is my understanding that Golden Coach was brought into a proceeding by the DOT and that Golden Coach has now ceased its competing route operation. Please advise me whether there are any other carriers running over your route in violation of the DOT regulations.

I think it would be appropriate at this point for us to have another meeting in order to discuss what steps can be taken to protect your operating rights against other competing carriers. In addition, we should also discuss the civil suit which you indicated you would like to bring against Golden Coach.

Please call my office to arrange a convenient time for a meeting.

Very truly yours,



MICHAEL F. RICCARDELLI

MFR/ms

BENDIT, WEINSTOCK & SHARBAUGH

A PROFESSIONAL CORPORATION

COUNSELLORS AT LAW

80 MAIN STREET

WEST ORANGE, N. J. 07052

(201) 736-9800

COUNSEL
HARVEY A. LIEB
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ROGER J. DESIDERIO

MEMBER OF N. J. & N. Y. BARS
MEMBER OF N. J. & MD. BARS
MEMBER OF N. J. & FLA BARS

April 29, 1982

Frank J. Fitzsimmons, Esq.
Director, Office of Regulatory Affairs
Department of Transportation
Gateway I, Room 505
Newark, NJ 07102

RE: Petition of Resorts Limousine Service Corp.
D.O.T. Docket No. 82-20
Our File No. 17648-C

Dear Mr. Fitzsimmons:

I am in receipt of a copy of a response submitted to you by Mark D. Kutner, Esq. on behalf of Resorts Limousine Service Corp. dealing with the Motion to Intervene which I filed on behalf of Ocean Breeze Transit Co., Inc.

Mr. Kutner takes exception to the filing of the Motion to Intervene beyond what he feels is the "applicable time limitation". What Mr. Kutner fails to understand is that the time period in which a Motion to Intervene may be filed does not begin running until he makes effective service upon carriers operating in the proposed service area. Since Mr. Kutner neglected to file a copy of the Petition with either Ocean Breeze or myself as attorney for Ocean Breeze, this period did not begin to run and therefore our Motion to Intervene was timely filed.

Mr. Kutner next alleges that the services of his client and Ocean Breeze are not comparable and that they are essentially aimed at different target populations. He states that Ocean Breeze aims its service towards casino patrons while his client aims its service at casino employees commuting to and from Atlantic City. I spoke to Mr. Kutner on the telephone a couple of days ago and I asked him if he would be willing to place a restriction in his proposed service so that casino patrons could not be picked up, only casino employees. He refused to consider this type of a restriction since he wished to fill up any empty seats with people that he could pickup along the way to go to Atlantic City to try their luck in the casinos.

April 29, 1982

As you are aware from the numerous complaints that have been filed by Mr. Watkins of Ocean Breeze Transit Co., Inc. with respect to illegal operations in the service area, Ocean Breeze is losing a substantial number of passengers to the other operators whether they be operating buses or limousines. Whatever the type of vehicle being used, so long as that vehicle appears either at Ocean Breeze's exact stop or at a nearby location, those people will be taken to Atlantic City thereby depriving Ocean Breeze of the opportunity to carry these passengers. The net effect of both the existing illegal operations and the proposed service of Resorts Limousine would be to put Ocean Breeze out of business.

The fact that Resorts Limousine proposes to operate smaller vehicles gives it a strong advantage in that it has reduced operating costs and needs fewer passengers in order to either break even or show a profit. If Resorts Limousine picks up 13 passengers who would normally take Ocean Breeze's bus to Atlantic City, those 13 passengers will probably make the difference in determining whether Ocean Breeze can make a profit on that trip.

If Mr. Kutner is sincere in his statement of his client's desire to have Resorts Limousine service only casino employees and to adjust his schedule compatible with their working schedules, then I suggest that he so amend his Petition and design a schedule coupled with restrictions that would serve that need while not infringing upon the vested right of Ocean Breeze to transport passengers along the proposed route.

In any event, adequate service is presently being offered by Ocean Breeze. There are not sufficient enough passengers to justify additional service at this time thereby obviating the need for temporary authority, and Petitioner is not and should not be relieved of its obligation to serve appropriate notices on Ocean Breeze as a carrier operating in the proposed service area.

For all of the above reasons, it is respectfully requested that Ocean Breeze Transit Co., Inc. be granted status as an Intervenor and Resorts Limousine Service Corp. be directed to serve me with any future correspondence, amendments and notices.

Very truly yours,

JERRY A. CASSER

JAC:ph

cc: Mark D. Kutner, Esq.

Shapiro, Eisenstat & Gabage, Esqs.

OCEAN BREEZE TRANSIT CO.
1812 Marmora Avenue
Atlantic City, NJ 08401
April 5, 1982

Mr. William Quash
Office of Regulatory Affairs
N.J.D.O.T.
Gateway #1, Suite 505
Market Street
Newark, NJ 07102

Dear Mr. Quash:

This letter is in reference to our recent telephone conversation on March 30 and April 2, 1982 concerning the illegal operation of Chick's Travel Tours in the Vineland area.

Enclosed is a copy of a ticket which Tony Gabase gave to the people on the bus to extort money from Bally Park Place under false pretense for about four (4) weeks; using Ocean Breeze's name as a line run when he arrives at the casinos with Chick's Travel Tour and Packard's busses. Also, using a 1981 Ford Van, license plate #180 LTI.

This operation occurs twice a day.

If someone from the Casino Control Commission or yourself would check Bally Park Place before all tickets are destroyed, you can find evidents that he has run buses on my line run under false pretense by telling Bally Park Place that he was a line run company using tickets made up with Ocean Breeze's name on it.

In my opinion, Tony Gabase has extorted more than \$6,000 from Bally Park Place. He has also caused Ocean Breeze to lose between \$8,000 and \$10,000 in revenues with this illegal operation. He has misled two (2) newspaper establishments---Vineland Journal and the Bridgeton Evening News.

I am requesting the Casino Commission to investigate this operation and have this illegal act ceased at once.

This fly by night operator has gone to most of the casinos and Ocean Breeze had difficulty in securing a slot under charter operations. This man can go in any time he feels like it and no one questions his credentials.

An immediate reply to the above mentioned concerns will be greatly appreciated.

Sincerely,

Murrell T. Watkins
President

MTW/aw

cc: Casino Control Commission
Jerry Casper, Attorney
Warner McBryde
Leo T. Jablonski
Credit Department - Vineland Journal & Bridgeton Evening News





IN REPLY PLEASE REFER TO

State of New Jersey
DEPARTMENT OF TRANSPORTATION
1001 PARKWAY AVENUE
TRENTON, N.J. 08646

Office of Regulatory Affairs
N.J.D.O.T.
Gateway #1 - Suite 505
Market Street
Newark, N.J. 07102
201-648 6137

Anne P. Canby
COMMISSIONER

March 30, 1982

Mr. Murrell T. Watkins, President
Ocean Breeze Transit Co. Inc.
1812 Marmora Avenue
Atlantic City, NJ 08401

RE: Chick's Casino Tours, Inc.
Illegal Operation in
Vineland Area

Dear Mr. Watkins:

A follow-up investigation into the operation of Chick's Casino Tours, Inc. is being conducted over the next several days. Once our investigation has been completed, and if Chick's is found to be operating illegally, further action will be taken. This also pertains to any illegal operator in the Vineland area.

Very truly yours,

William Quash
Office of Regulatory Affairs

WQ:mf

Ocean Breeze Transit Co., Inc.
1812 Marmora Ave.
Atlantic City, NJ 08401
March 20, 1982

Mr. William Quash
Office of Regulatory Affairs
NJ D.O.T.
Gateway #1, Suite 505
Market Street
Newark, NJ 07102

Dear Mr. Quash:

We would like to take this opportunity to thank you and your department for helping us with the illegal operations of other bus companies in the Vineland area.

One of the owners from American Sightseeing informed me last Thursday that he would discontinue picking up in the Vineland area.

Our biggest problem now is with Chick's Travel Tours and Tony Gabase and his wife who are picking up people all over the Vineland area and taking these people to different casinos namely; Harrah's, Bally Park Place and the Sands.

They are picking up on Delsea Drive which is on my route at the Lemon Tree, Old Perkins' Pancake House, Myrtle Ave., Sacred Heart Church, Shop Rite, "Mall--all in the Vineland area. They are picking up at least one (1) hour before my scheduled trip time.

They are using a blue van, rainbow bus 1970, Eagle, License OXY 396; 1964 GMC, License DYN 141. They switch buses everyday and pick up twice a day and once on Sunday to transport people to the casinos.

I have seen the bus operating daily from this area 7 days a week, taking people to the casinos. Buses must be registered with the casinos before unloading passengers. They have informed the casinos that they are coming from another area outside of Vineland, thus operating as charter and special operations.

We are enclosing copies of correspondence about Gabase's illegal operations and the use of different bus companies to transport people to and from the casinos.

Gabase ran 1 full bus everyday last week. Our company brought in 35 people for the same week. This is definitely creating a hardship on our business. We have our attorney's fees, employees payroll, fuel, taxes, etc. that must be paid and we cannot do so under these conditions.

OCEAN BREEZE TRANSIT CO.
1812 Marmorra Avenue
Atlantic City, NJ 08401
March 10, 1982

Mr. William Quash
Office of Regulatory Affairs
N.J.D.O.T.
Gateway #1, Suite 505
Market Street
Newark, NJ 07102

Dear Mr. Quash:

We are writing to you again about the illegal operation by Chick's Travel Tours picking up passengers on my route in the Vineland area and taking them to different casinos in Atlantic City.

Also, American Sightseeing and Air Brooks are picking up in my area.

We are picking up on schedule; however, people are being picked up a half hour before we arrive.

Last week, we had an average of about 5 people per day; whereas, in the past, we average between 30 and 40 people per day.

Tony Gabase is picking up people in a van off my route and taking them to Bally's casino. We know that this operation is illegal.

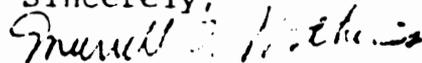
All the casinos except Caesars are accepting illegal pickups from those bus companies.

We are requesting the following:

- 1) To have the casinos stop accepting people from the Vineland-Bridgeton areas into their establishment
- 2) Have the casinos to submit a list of buses and their passengers and pickup location from Air Brooks, Chick's Travel Tours, American Sightseeing and Packard Association.

May we have a response from you immediately because this illegal operation is running my company into a financial hardship and we cannot and will not tolerate this type of illegal operation any longer.

Sincerely,



Murrell T. Watkins, President

MTW/aw

cc: Jerry Casser, Attorney
~~Barbara Blomberg, Bus Program Manager~~
Detective Doug Osborne
Warner McBryde, Affirmative Action Coordinator
Leo T. Jablonski, Project Specialist

BENDIT, WEINSTOCK & SHARBAUGH

A PROFESSIONAL CORPORATION

COUNSELLORS AT LAW

80 MAIN STREET

WEST ORANGE, N.J. 07052

(201) 736-9800

BENJAMIN L. BENDIT
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COUNSEL
HARVEY A. LIEB
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* MEMBER OF N.J. & N.Y. BARS
** MEMBER OF N.Y. BAR ONLY

December 17, 1981

Mr. Murrell T. Watkins
Ocean Breeze Transit Co., Inc.
1812 Marmora Avenue
Atlantic City, NJ 08401

RE: Bridgeton to Atlantic City Route
Our File No. 16951-C

Dear Murrell:

I received a letter from Frank Fitzsimmons at the D.O.T. advising that the Motor Carrier Inspectors would be investigating the competition as evidenced by the Newspaper ads which you sent to me. He said that I should have an answer from him within the next ten days.

Very truly yours,


JERRY A. CASSER

JAC/ph

BENDIT, WEINSTOCK & SHARBAUGH

A PROFESSIONAL CORPORATION

COUNSELLORS AT LAW

80 MAIN STREET

WEST ORANGE, N.J. 07052

(201) 738-9800

BENJAMIN L. BENDIT
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JERRY A. CASSEY*
ALAN ROTH**

JAMES F. REEGAN
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* MEMBER N.J. & N.Y. BARS
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COUNSEL
HARVEY A. LIEB
KENNETH M. GREENFIELD*
RONALD I. SHAPSS**

* MEMBER OF N.J. & N.Y. BARS
** MEMBER OF N.Y. BAR ONLY

December 9, 1981

Mr. Frank J. Fitzsimmons
Director, Office of Regulatory Affairs
Department of Transportation
Gateway I, Room 505
Newark, NJ 07102

RE: Ocean Breeze Transit Co., Inc.
Atlantic City Route
Our File No. 16951-C

Dear Mr. Fitzsimmons:

I have written to your office several times about this matter and have spoke to you, John Cronshey and Solon Karakoglou about this several times as well. Since my client, Ocean Breeze Transit Co., Inc. was granted authority to conduct a regular route service between Vineland, New Jersey and other points to Atlantic City, New Jersey, Ocean Breeze has been forced to meet unfair competition from numerous illegal operations in the Vineland area.

I have sent you ads which appeared in the Vineland Times Journal which have a telephone number by which you can call and verify the existence and extent of the illegal operations. Apparently nothing has been done to date.

I am enclosing a page from the Vineland Times Journal dated Monday, November 30th which contains a very large article advertising Atlantic City Service on behalf of American Sightseeing Tours, Inc. to Harrah's Casino which has a pick up point at the Presidential Diner and Motel on Landis and Delsea Drive in Vineland. This ad appears immediately adjacent to an ad of Ocean Breeze and is about six times the size.

Ocean Breeze pays for its own ads, has a legally authorized service, and advertises service with a \$10.00 bonus. American Sightseeing Tours, Inc. apparently does not pay for its ads since these are normally covered by the casino, does not have a legally authorized service, and offers an \$18.00 bonus. Which would you choose?

December 9, 1981

I am also enclosing a page from the same newspaper dated Wednesday, December 2nd. Again, there is an ad from Ocean Breeze and it is placed adjacent to an ad from an apparently illegal operation. If you will read the Trailways ad closely, you will note that it advertises daily service. I am not aware that Trailways ever obtained D.O.T. authority.

I personally made a telephone call to the telephone number listed in the ad for American Sightseeing Tours, Inc. which you note is area code (609) 692-0775. A young lady answered and said Presidential Diner. I asked her about service to Atlantic City and she volunteered that I could get a bus on Wednesday, Friday and Saturday evenings, I believe at 6:00, to Harrah's. She also volunteered that if I preferred to go to Atlantic City in the morning, that there was a bus to Golden Nugget on Monday, Wednesday and Friday mornings at 10:00 and Saturday at 1:00 in the afternoon.

I have gotten rather reluctant to submit complaints of illegal operations because I get a rather standard answer about understaffing. However, I am receiving a great deal of pressure from Ocean Breeze to protect its route which it obtained at substantial expense. We have here a business man who is trying to operate honestly and who has gone through the proper steps in submitting Petitions for several routes at considerable expense. Since Ocean Breeze apparently does not have a tie in with one of the Casinos that includes advertising. This should not have to be a detriment since none of the other carriers advertising in the Vineland Times Journal has authority to pick up in that area.

I want some assurance that this matter will be handled expeditiously and that the unauthorized carriers will be directed to cease and desist. I will expect a telephone or written acknowledgement of this complaint with an indication of the specific action that will be taken.

Very truly yours,

JERRY A. CASSER

JAC/ph

cc: Ocean Breeze Transit Co., Inc. ✓

BENDIT, WEINSTOCK & SHARBAUGH

A PROFESSIONAL CORPORATION

COUNSELLORS AT LAW

80 MAIN STREET

WEST ORANGE, N.J. 07052

(201) 736-8000

BENJAMIN L. BENDIT
THOMAS E. WEINSTOCK
RUSSELL S. SHARBAUGH, JR.
HILTON P. GOLDMAN
JERRY A. CASSER*
ALAN ROTH**

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* MEMBER N.J. & MD BARS
** MEMBER N.J. & FLA BARS

COUNSEL
HARVEY A. LIEB
KENNETH M. GREENFIELD*
RONALD I. SHAPSS**

* MEMBER OF N.J. & N.Y. BARS
** MEMBER OF N.Y. BAR ONLY

September 8, 1981

Mr. Murrell T. Watkins
Ocean Breeze Transit Co., Inc.
1812 Marmora Avenue
Atlantic City, NJ 08401

RE: Our File No. 16951-C

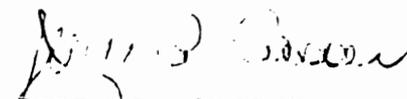
Dear Mr. Watkins:

I had a very pleasant conversation with Mr. Cramer from the town of Bridgeton and he has agreed to write a letter to the Department of Transportation advocating the proposed service to Atlantic City. As far as I can determine from the Department of Transportation, that matter is progressing rather well and I should be hearing fairly shortly that the route has been approved.

On the Cape May to Atlantic City Route, I believe that I have disposed of all of the objections made by the Municipalities and I have received several letters withdrawing the previous objections. It remains to be seen whether any of the bus companies will object on this route.

In the meantime, I would appreciate it if you would send along a payment to be applied against your bill on this file.

Very truly yours,


JERRY A. CASSER

JAC/ph

THE CITY OF BRIDGETON

DEPARTMENT OF HOUSING AND INSPECTIONS
CITY HALL ANNEX - 181 E. COMMERCE STREET
BRIDGETON, NEW JERSEY 08302



(609) 455-3230
Ext. 223

Office
of the Director

August 31, 1981

Mr. Frank Fitzsimmons, Director
Office of Regulatory Affairs
Department of Transportation
Gateway I Suite 505
Newark, NJ 07102

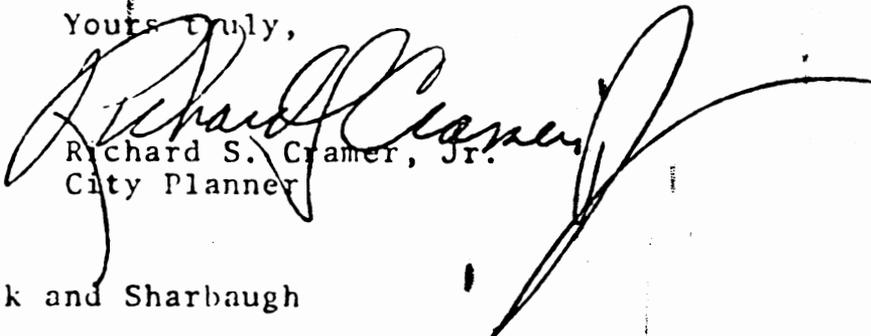
RE: Petition of Ocean Breeze Transit Company

Dear Mr. Fitzsimmons:

With respect to the above petition, the City of Bridgeton is pleased to see that the proposed route has been amended to incorporate the suggestions of my letter of August 12. At the present, there is no direct public transportation between Bridgeton and Atlantic City. The service will meet a transportation need in this portion of Cumberland County. The City is also extremely pleased that Ocean Breeze Transit will utilize Bridgeton's Transportation Center as a stopping point on the route.

Should you have any further questions on this matter, please contact me.

Yours truly,


Richard S. Cramer, Jr.
City Planner

RSC/kb

c.c. Bendit, Weinstock and Sharbaugh
City Council
Timothy Brill
Cumberland County Planning Board
✓ Murrell T. Watkins, President, Ocean Breeze Transit



IN REPLY PLEASE REFER TO

State of New Jersey
DEPARTMENT OF TRANSPORTATION
1035 PARKWAY AVENUE
P.O. BOX 101
TRENTON, NEW JERSEY 08625

LOUIS J. GAMBACCINI
COMMISSIONER

Office of Regulatory Affairs
N.J.D.O.T.
Gateway Center - Suite 505
Market Street
Newark, N.J. 07102

July 22, 1981

Ocean Breeze Transit Co.
1812 Marmora Avenue
Atlantic City, NJ

Re: Atlantic City Service

Gentlemen:

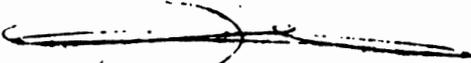
This office has received a report that service is being operated by your company from the cities of Bridgeton, Millville, and Vineland to Atlantic City. Our records show that you do not have authority to operate this service.

We are further advised that on one occasion the vehicle being used was found to be a 1960 GMC Coach PD4104, serial number PD4104-4920. This vehicle did not have an Omnibus license plate, but rather a private passenger plate. This vehicle is not approved for use in for-hire service in New Jersey. The use of this vehicle in passenger revenue service is a serious violation of our rules and regulations.

Attached is a copy of our inspector's report. Please respond to this office in writing stating your position on this matter by no later than July 29, 1981.

Your failure to respond to this letter will cause a full investigation to be instituted, which could result in significant penalties to your company.

Very truly yours,


Frank J. Fitzsimmons
Director
Office of Regulatory Affairs

FJF:jmw

cc: Casino Control Commission
Caesars Atlantic City Hotel and Casino
Inter County Community
Sebastian Messina, Bureau of Motor Carrier Inspection

New Jersey Is An Equal Opportunity Employer

**SECTION X - License, Ocean Breeze, Line Run, DOT,
Charter, Limousine, ICC, and Casinos**

STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION

DOCKET NO.

IN THE MATTER OF THE PETITION OF :
OCEAN BREEZE TRANSIT CO., INC. :
FOR THE ISSUANCE OF A CERTIFICATE : PETITION
OF PUBLIC CONVENIENCE AND NECES- :
SITY FOR REGULAR ROUTE OPERATIONS :
PURSUANT TO N.J.S.A. 48:4-3 AND :
N.J.A.C. 14:1-6.7. :

Petitioner, Ocean Breeze Transit Co., a corporation of the State of New Jersey, having its principal place of business at 1812 Marmora Avenue, Atlantic City, New Jersey, respectfully shows that:

1. Petitioner is making application herein for the issuance of a Certificate of Public Convenience and Necessity for Regular Route Operations.

2. Petitioner is the holder of a Certificate of Public Convenience and Necessity for Charter and Special Bus Operations over irregular routes within the State of New Jersey, issued in Docket No. 741-9, N.J.P.U.C. No. 438-C, and D.O.T. Docket No. 80-111.

3. Petitioner seeks authority from the Department of Transportation to operate regular route service between points and places in Pennsgrove, Carneys Point, Pennsville, Salem, Woodstown, Buena Vista, Elmer, Landisville, and Buena, to any and all hotel casinos in Atlantic City, New Jersey, and return over the same route.

4. A street by street description of the route to be operated is attached hereto as Exhibit A.

5. A map of the proposed route is attached hereto as Exhibit B.

6. A schedule of pick up points and a proposed tariff for the proposed route is attached hereto as Exhibit C.

7. A schedule containing the names of all passenger carrying railroads, trolleys, subways and bus lines operating in the area to be served is attached hereto as Exhibit D.

8. A schedule of equipment owned and operated by Petitioner is attached hereto as Exhibit E.

9. A statement of the financial condition of Petitioner is attached hereto as Exhibit F.

10. A copy of the proposed notice to be filed in a newspaper published and circulated in the service area is attached hereto as Exhibit G.

11. A Certificate of Service is attached hereto as Exhibit H.

12. Correspondence and communications relating to the proceedings herein are to be addressed to:

BENDIT, WEINSTOCK & SHARBAUGH

80 Main Street

West Orange, N.J. 07052

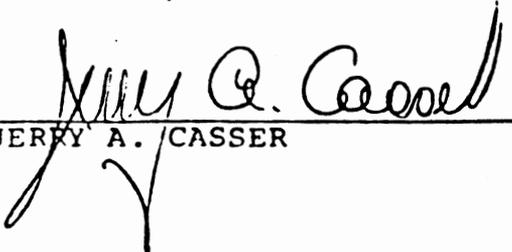
WHEREFORE, Petitioner respectfully requests:

A. That your Department issue a Certificate of Public Convenience and Necessity for Regular Route Operations to Petitioner.

B. That Petitioner may have such other and further relief as may seem reasonable and just.

BENDIT, WEINSTOCK & SHARBAUGH, P.A.
Attorneys for Petitioner

BY:



JERRY A. CASSER

DATED: October 28, 1981

EXHIBIT "A"

ROUTE DESCRIPTION

Commencing at I.G.A. Market, Virginia Avenue and East Main Street, Pennsgrove, New Jersey, thence over Virginia Avenue (Route 130) through Carneys Point, New Jersey to stop at Georgetown Road and Route 130, Carneys Point, New Jersey, thence over Route 130 to Bianca Avenue, Carneys Point, New Jersey, thence over Bianca Avenue to stop at Twin Bridge Apartments, Carneys Point, New Jersey, thence over Bianca Avenue to Route 130, thence over Route 130 through Carneys Point and Pennsville, New Jersey to stop at Grant Avenue and Route 130, Pennsville, New Jersey, thence over Route 130 to Route 49, Pennsville, New Jersey, thence over Route 49 to Marginal Street, Pennsville, New Jersey, thence over Marginal Street to stop at K Mart, Marginal Street and South Road, Pennsville, New Jersey, thence over Marginal Street to Route 49, thence over Route 49 (Broadway) to stop at Ames Shopping Center, Route 49 and Highland Avenue, Pennsville, New Jersey, thence over Route 49 (Broadway) to stop at Laura's Glen Apartments, 251 South Broadway, Pennsville, New Jersey, thence over Route 49 through Pennsville and Salem, New Jersey to Griffith Street, Salem, New Jersey, thence over Griffith Street to stop at Acme Market, Fifth Street and Griffith Street, Salem, New Jersey, thence over Griffith Street to Grant Street, thence over Grant Street to Route 45, thence over Route 45 through Salem, New Jersey to stop at Salem County Memorial Hospital, Route 45, Salem, New Jersey, thence over Route 45 through Salem and Woodstown, New Jersey to stop at Acme Market

Route 45 (West Avenue) and Sherwood Avenue, Woodstown, New Jersey, thence over Route 45 through Woodstown to Route 40, thence over Route 40 through Upper Pittsgrove, New Jersey to stop at Elmer Diner, Route 40 (Harding Highway) Elmer, New Jersey, thence over Route 40 to stop at Harding Woods Trailer Park, Elmer, New Jersey, thence over Route 40 to stop at Route 40 (Harding Highway) and Southwest Blvd., Landisville, New Jersey, thence over Route 40 to stop at Buena Vista Avenue and Route 40, Buena, New Jersey, thence over Route 40 to stop at Cranbury Run Trailer Park, Route 40 and Wheat Road, Buena Vista, New Jersey, thence over Atlantic City Expressway to all hotels and casinos in Atlantic City, New Jersey, and return over the same Route.

EXHIBIT "B"

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...3350
...shore
...in about
...tours of

...PLACE (S4)
...resident Wed-

[(7-5) Original
...as A Edison in
...e Daily 9-4 30
...on Sat. 80c.

STATE FARM
COLUMBIA

1 TO 500
INCHES = 1 MI.
MILES 1 1/2 2 3 4 5 6 7 8 9 10

Camden
Fort Richmond
Richmond
Delaware

Camden
Fort Richmond
Richmond
Delaware



EXHIBIT "C"

SCHEDULE OF PICK-UP POINTS

DAILY SCHEDULE

MONDAY THROUGH SATURDAY

<u>TIME</u>	<u>PLACE</u>
8:00 a.m.	I.G.A. Market, Virginia Avenue and East Main Street, Penns Grove, New Jersey
8:15 a.m.	Georgetown Road and Route 130, Carneys Point, New Jersey
8:20 a.m.	Twinbridge Apartments, Bianca Avenue, Carneys Point, New Jersey
8:30 a.m.	Grant Avenue and Route 130, Pennsville, New Jersey
8:35 a.m.	K Mart, Marginal Street and South Road, Pennsville, New Jersey
8:45 a.m.	Ames Shopping Center, Route 49 and Highland Avenue, Pennsville, New Jersey
9:00 a.m.	Laura's Glen Apartments, 251 South Broadway, Pennsville, New Jersey
9:10 a.m.	Acme Market, 5th Street and Griffith Street, Salem, New Jersey
9:30 a.m.	Salem County Memorial Hospital, Route 45, Salem, New Jersey
9:50 a.m.	Elmer Diner, Route 40, Elmer, New Jersey
10:00 a.m.	Harding Woods Trailer Park, Route 40, Elmer, New Jersey
10:00 a.m.	Route 40 and Southwest Boulevard, Landisville, New Jersey
10:15 a.m.	Buena Vista Avenue and Route 40, Buena, New Jersey.
10:20 a.m.	Cranbury Run Trailer Park, Route 40 and Wheat Road, Buena Vista, New Jersey
10:40 a.m.	Arrive Atlantic City
4:00 p.m.	Leave Atlantic City

SUNDAY'S TIME SCHEDULE

<u>TIME</u>	<u>PLACE</u>
1:00 p.m.	I.G.A. Market, Virginia Avenue and East Main Street, Penns Grove, New Jersey
1:15 p.m.	Georgetown Road and Route 130, Carneys Point, New Jersey
1:20 p.m.	Twinbridge Apartments, Bianca Avenue, Carneys Point, New Jersey
1:30 p.m.	Grant Avenue and Route 130, Pennsville, New Jersey
1:35 p.m.	K Mart, Marginal Street and South Road, Pennsville, New Jersey
1:45 p.m.	Ames Shopping Center, Route 49 and Highland Avenue, Pennsville, New Jersey
2:00 p.m.	Laura's Glen Apartments, 251 South Broadway, Pennsville, New Jersey
2:10 p.m.	Acme Market, 5th Street and Griffith Street, Salem, New Jersey
2:30 p.m.	Salem County Memorial Hospital, Route 45, Salem, New Jersey
* 2:45 p.m.	Elmer Diner, Route 40, Elmer, New Jersey
2:50 p.m.	Harding Woods Trailer Park, Route 40, Elmer New Jersey
3:00 p.m.	Route 40 and Southwest Boulevard, Landisville, New Jersey
3:15 p.m.	Buena Vista Avenue and Route 40, Buena, New Jersey
3:25 p.m.	Cranbury Run Trailer Park, Route 40 and Wheat Road, Buena Vista, New Jersey
3:30 p.m.	Arrive Atlantic City
9:00 p.m.	Leave Atlantic City

AFTERNOON SCHEDULE

MONDAYS & SATURDAYS ONLY

<u>TIME</u>	<u>PLACE</u>
5:00 p.m.	I.G.A. Market, Virginia Avenue and East Main Street, Penns Grove, New Jersey
5:15 p.m.	Georgetown Road and Route 130, Carneys Point, New Jersey
5:20 p.m.	Twinbridge Apartments, Bianca Avenue, Carneys Point, New Jersey
5:30 p.m.	Grant Avenue and Route 130, Pennsville, New Jersey
5:35 p.m.	K Mart, Marginal Street and South Road, Pennsville, New Jersey
5:45 p.m.	Ames Shopping Center, Route 49 and Highland Avenue, Pennsville, New Jersey
6:00 p.m.	Laura's Glen Apartments, 251 South Broadway, Pennsville, New Jersey
6:10 p.m.	Acme Market, 5th Street and Griffity Street, Salem, New Jersey
6:30 p.m.	Salem County Memorial Hospital, Route 45, Salem, New Jersey
* 6:45 p.m.	Elmer Diner, Route 40, Elmer, New Jersey
6:50 p.m.	Harding Woods Trailer Park, Route 40, Elmer New Jersey
7:00 p.m.	Route 40 and Southwest Boulevard, Landisville, New Jersey
7:10 p.m.	Buena Vista Avenue and Route 40, Buena, New Jersey
7:15 p.m.	Cranbury Run Trailer Park, Route 40 and Wheat Road, Buena Vista, New Jersey
7:20 p.m.	Arrive Atlantic City
12:30 p.m.	Leave Atlantic City

- * An additional stop has been added to each of the three schedules. This stop is at the Acme Market, Route 45 (West Avenue) and Sherwood Avenue. Monday through Saturday at 9:35 a.m.; Sunday at 2:35 p.m. and Mondays and Saturdays only at 6:35 p.m.

TARIFF

\$10.00 per person.

EXHIBIT "D"

CARRIERS OPERATING IN SERVICE AREA

None

NOTICE

NOTICE is hereby given to all interested parties that Ocean Breeze Transit Co. has filed a Petition with the Department of Transportation in accordance with N.J.S.A. 48:4-3 for approval of a Certificate of Public Convenience and Necessity for Regular Route Service from points and places in Penns Grove, Carneys Point, Pennsville, Salem, Woodstown, Elmer, Landisville, Buena and Buena Vista, to any and all hotel casinos in Atlantic City, New Jersey, and return over the same route. Written objections to the Petition must be filed with the aforementioned Department at Gateway I, Room 505, Newark, New Jersey 07102, Attention Office of Regulatory Affairs, within thirty (30) days of the date of this notice, with a copy to Petitioner.

OCEAN BREEZE TRANSIT CO.
1812 Marmora Avenue
Atlantic City, New Jersey 08401

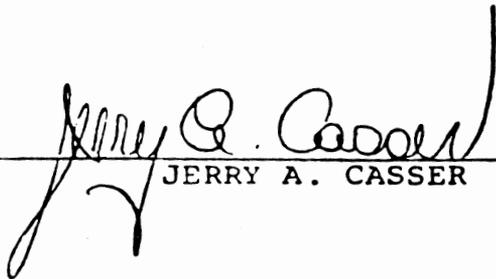
EXHIBIT "H"

I do hereby certify that I have on this date mailed a copy of the within Peittion to the Clerks of the following municipalities:

Buena
Penns Grove
Carneys Point
Pennsville
Salem
Woodstown
Elmer
Landisville
Buena Vista
Atlantic City

I do further certify that a copy of the attached Notice has been submitted to the Todays Sunbeam, Salem, New Jersey for publication, to run on two separate dates, one week apart.

DATED: October 28, 1981



JERRY A. CASSER

Not Transferable

Post Up in A Conspicuous Place

LIMOUSINE

No 142

1984

1985

Atlantic City Permit

THE CITY COUNCIL
OF SAID CITY, DOES HEREBY CONSENT THAT

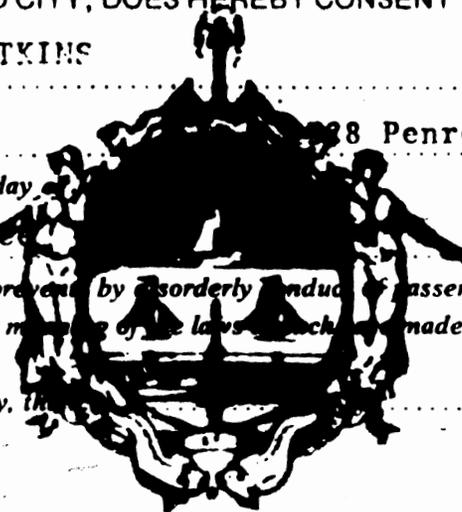
To MURRELL T. WATKINS

shall drive a public LIMOUSINE 298 Penrose Avenue, Atl. City, NJ.
from the First day of July, 1984 to the First day of

Provided, the said Licensee shall not permit any disturbance of
the Sabbath Day, as far as he may be able to prevent by disorderly conduct of passengers, and shall use and exercise this
consent during said term according to the true meaning of the laws, rules, regulations, and ordinances of said
City.

Given under my hand and seal of said City, this July 1984.

Fee \$ 25.00



MAYOR

Countersigned by: A-107

State of New Jersey

CASINO CONTROL COMMISSION
PRINCETON PIKE OFFICE PARK BUILDING NO. 5
Rt. 208
TRENTON, NEW JERSEY 08625
609-292-7730

ATLANTIC CITY OFFICE
TENNESSEE AND BOARDWALK
609-441-3200

W. M. THOMAS
ACTING CHAIRMAN

W. L. R. JACOBSON
MARTIN B. DANZIGER
ARL ZEITZ
ADELINE H. MCWHINNEY
COMMISSIONERS
609 292 3144

June 16, 1982

Ocean Breeze Transit Co., Inc.
1812 Mamora Avenue
Atlantic City, New Jersey 08401

Dear Sir:

RE: 577-70

Your application for a casino service industry license has been received by the Casino Control Commission. Please be advised that at the October 22, 1980 meeting of the Casino Control Commission, the filing fee for enterprises providing goods and/or services not directly related to casino or gaming activity has been modified as follows:

1. A minimum renewal application charge of \$1,000.00, which shall be credited to the total fee; and
2. Payment for the efforts of professional agents and employees of the Commission and the Division at the rate of \$30.00 per hour spent on matters directly related to the applicant; and
3. Payment for all unusual or out of pocket expenses incurred by the Commission or the Division in investigating and considering the application; provided, however, that the amount of the issuance fee shall not exceed \$3,000.00 unless the Division notifies the applicant and the Commission within 75 days of receipt of the application that the Division's expenses shall exceed \$3,000.00 and unless the Commission approves the charging of more than the \$3,000.00 maximum to the applicant.

Please note that the issuance period of a renewal license has been increased from one (1) year to three (3) years.

Currently, you owe the Commission \$544.00, calculated as follows:

Division of Gaming Enforcement

03/20/82 - 04/30/82	3.25 hours @\$30.00/hr.	\$ 97.50
02/20/82 - 03/19/82	14.00 hours @\$30.00/hr.	420.00
01/23/82 - 02/19/82	26.00 hours @\$30.00/hr.	780.00
01/23/82 - 02/19/82	Out-of-pocket Expenses	1.50
08/22/81 - 10/03/81	8.5 hours @\$30.00/hr.	<u>255.00</u>

Total Division of Gaming Enforcement

\$1,554.00

New Jersey Is An Equal Opportunity Employer

Less Deposit

\$1,000.00

Amount Due

\$554.00

Please be advised that should any additional cost be incurred, it will be invoiced on a monthly basis.

Your check should be made payable to the "Casino Control Fund" and forwarded to:

State of New Jersey
Casino Control Commission
Division of Financial Evaluation & Control
3131 Princeton Pike, Building No.5
CN 208
Trenton, NJ 08625

All invoices are payable upon receipt.

If you have any questions regarding this matter, please contact me.

Very truly yours,

Paul W. Maksimow

Paul W. Maksimow, Manager - Accounting Unit
Division of Financial Evaluation & Control

PWM:ar

cc William Hoffman, Chief - Enterprise Licensing Section



OCEAN BREEZE TRANSIT CO., INC.

1812 MARMORA AVENUE
ATLANTIC CITY, N. J. 08401

609 - 345-9132

January 1, 1982

Mr. Paul W. Maksimow, Manager
Accounting Unit
Division of Financial Evaluation & Control
CASINO CONTROL COMMISSION
Princeton Pike Office Park, Bldg. #5 CN-208
Trenton, NJ 08625

Dear Mr. Maksimow:

Ocean Breeze Transit Company, Inc. has been licensed by the Department of Transportation of the state of New Jersey and the Interstate Commerce Commission.

We have been informed that if a company has been approved by the state of New Jersey through the Department of Transportation, there should not be a fee attached to the applicant's application to do business with the casinos. If this is true, the company would like to be reimbursed \$500 which has been paid. However, if it isn't true, we would like for you to apprise us on this ruling.

May we have a response from you as soon as possible about this matter.

Sincerely yours,

Murrell T. Watkins
President

MTW:aw



State of New Jersey

CASINO CONTROL COMMISSION
PRINCETON PIKE OFFICE PARK, BUILDING NO 5
CN-208
TRENTON, NEW JERSEY 08625

ATLANTIC CITY OFFICE
TENNESSEE AND BOARDWALK
609-441-3200

MARTIN B DANZIGER
ACTING CHAIRMAN

DON M. THOMAS
CARL ZEITZ
MADELINE H. MCWHINNEY
COMMISSIONERS
609-292-3144

December 21, 1981

Ocean Breeze Transit Co., Inc.
1812 Mamora Avenue
Atlantic City, NJ 08401

Dear Sir:

RE: 577-70

Your Application for a casino service industry license has been received by the Casino Control Commission. Please be advised that at the October 22, 1980 meeting of the Casino Control Commission, the filing fee for enterprises providing goods and/or services not directly related to casino or gaming activity has been modified as follows:

- 1. A minimum application charge of \$1,000, which shall be credited to the total fee; and
2. Payment for the efforts of professional agents and employees of the Commission and the Division at the rate of \$30 per hour spent on matters directly related to the applicant; and
3. Payment for all unusual or out of pocket expenses incurred by the Commission or the Division in investigating and considering the application; provided, however, that the amount of the issuance fee shall not exceed \$3,000 unless the Division notifies the applicant and the Commission within 75 days of receipt of the application that the Division's expenses shall exceed \$3,000 and unless the Commission approves the charging of more than the \$3,000 maximum to the applicant.

Please note that the issuance period of a license has been increased from one (1) year to three (3) years.

Currently, you owe the Commission \$500.00, calculated as follows:

Table with 2 columns: Description and Amount. Minimum Allowable Per Regulation \$1,000.00; Less: payments 500.00; Amount Due \$ 500.00.

Please be advised that should any additional cost be incurred, it will be invoiced on a monthly basis.



State of New Jersey

CASINO CONTROL COMMISSION

379 WEST STATE STREET
TRENTON, N.J. 08625
PHONE NUMBER 609-292-7730, 7731

ATLANTIC CITY OFFICE
TENNESSEE AND BOARDWALK
PHONE NUMBER: 609-348-3700

JOSEPH P. LORDI
CHAIRMAN

KENNETH N. MACDONALD
VICE-CHAIRMAN

ALBERT W. MERCK
LUKE D. CORSEY
JOSEPH DEBONA, JR.
COMMISSIONERS

WILLIAM F. BAND
EXECUTIVE SECRETARY

February 28, 1980

Ocean Breeze Transit Co., Inc.
1812 Marmora Avenue
Atlantic City, New Jersey
08401

Dear Sir or Madam:

The Casino Control Commission has reviewed an application by Bally's Park Place for the approval of your agreement with that firm. It appears that your enterprise may require a casino service industry license from the Commission in order to do business with this casino hotel or future casino license applicants.

We would recommend that you acquire the necessary application forms either from our office in Atlantic City at the Arcade Building, Tennessee Avenue and the Boardwalk or our office in Trenton at 379 West State Street. If this is impractical due to your location, please contact the Commission to have the forms sent to you by mail.

Since it appears that your enterprise provides goods or services not related to gaming or casino activity, there will be a minimum filing fee of \$500.00 payable when you send or bring the application to the Commission. The check or money order is to be made payable to the Casino Control Fund.

If you have any questions on the filing of your application, please contact the Commission at (609) 348-1958.

Very truly yours,

WILLIAM J. HOFFMAN
Chief, Enterprise Licensing

WJH/cr

cc: Eugene Schwartz
Deputy Attorney General

Thomas Ellson
Director of Purchasing
Bally's Park Place

State of New Jersey



VENDOR I.D. NO. 02448

CASINO CONTROL COMMISSION

OCEAN BREEZE TRANSIT CO., INC.

1812 Marmora Avenue
Atlantic City, New Jersey 08401

on this Fourteenth (14th) day of September
1982, having established the qualifications set forth in the Casino Control
Act, N.J.S.A. 5:12-1 et seq. and the regulations of this Commission,
N.J.A.C. 19:40-1 et seq., is hereby issued a

CASINO SERVICE INDUSTRY LICENSE

and is hereby authorized by the Casino Control Commission
to offer goods or services not directly related to casino
or gaming activity to a casino licensee and its employees
or agents.

THERON G. SCHMIDT
EXECUTIVE SECRETARY

DON M. THOMAS
Acting CHAIRMAN

BY:

WILLIAM J. HOFFMAN, CHIEF
ENTERPRISE LICENSE BUREAU

BY:

CHRISTOPHER D. STORCELLA
DEPUTY DIRECTOR-LICENSING

This license expires on September 30, 1985

No. 705 CSI

210X

State of New Jersey

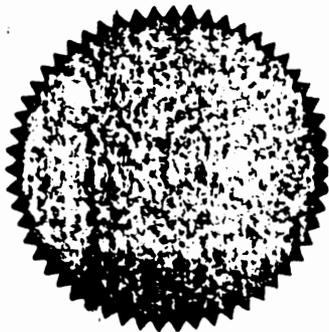


Department of State

I, the Secretary of State of the State of New Jersey, do hereby Certify that the foregoing is a true copy of the Certificate of Incorporation of OCEAN BREEZE TRANSIT CO.

and the endorsements thereon, as the same is taken from and compared with the original filed in my office on the 13th day of November A. D. 1973, and now remaining on file and of record therein.

In Testimony Whereof, I have hereto set my hand and affixed my Official Seal at Trenton, this 13th day of November A. D. 1973.



Robert M. Fagan
Secretary of State

STATE OF NEW JERSEY
Department of Transportation
Office of Regulatory Affairs
Gateway I, Suite 505
Newark, New Jersey 07102

IN THE MATTER OF THE PETITION OF
OCEAN BREEZE TRANSIT CO., INC.)
APPROVAL OF A REGULAR ROUTE BETWEEN)
POINTS AND PLACES IN NEW JERSEY AND)
ATLANTIC CITY, NEW JERSEY)

ORDER OF APPROVAL
DOT DOCKET NO. 81-132

✓ Bendit, Weinstock & Sharbaugh, Esqs., by
Jerry A. Casser, Esq., West Orange, New
Jersey for Petitioner

BY THE DEPARTMENT:

Ocean Breeze Transit Co., Inc., (Petitioner) a public utility and an autobus operator of the State of New Jersey, whose principal place of business is located at 1812 Marmora Avenue, Atlantic City, New Jersey, 08401, by petition filed on July 28, 1981, pursuant to N.J.S.A. 48:4-3 and N.J.A.C. 14:1-6.7, requests approval of a Certificate of Public Convenience and Necessity for regular route operations. Petitioner has also requested approval of temporary authority, pending final review and/or hearing.

Petitioner seeks authority for autobus route operations from Upper Deerfield, Bridgeton, Millville, Vineland, Richland and Mays Landing, New Jersey, to any and all hotel casinos in Atlantic City, New Jersey.

Copies of the petition were served upon the municipalities in which Petitioner proposes to furnish service and to autobus carriers operating in the proposed service area. Notice of the proposed route service appeared twice, one week apart, in The Press and Sunday Press, published in Pleasantville, New Jersey on August 1 and 8, 1981. On September 15, 1981 and on October 23, 1981, Garden State Coachways (Garden State) an autobus utility, filed a protest to the petition. Garden State alleged that Petitioner was conducting regular autobus operations prior to receiving a grant of authority from the Department. After staff investigation of Garden State's protest, it was discovered that Petitioner was operating the service, but claimed it was being operated under their special authority. The Department issued a Cease and Desist Order through Petitioner's attorney, which was immediately complied with. The Department is satisfied that Petitioner was operating under a misunderstanding and not with an intent to actively circumvent the law. Due to the allegations by Garden State against Petitioner, the Department withheld its approval for a grant of temporary operating authority to Petitioner pending final review or hearing.

The Department on October 27, 1981, denied Garden State's protest for not being timely filed. Further, Garden State does not have intrastate regular route authority to Atlantic City nor an application pending for same.

The petition was supported by more than 400 residents of the proposed service area who signed a petition to support the need for Petitioner's service. The City of Bridgeton also advised the Department that it welcomed Petitioner's service at its transportation center.

The Department's records indicate that Petitioner has the financial capability to operate and maintain route bus service. The record reveals as well that the Petitioner appears fit, able and qualified to operate such service. Petitioner has four (4) approved buses available for use in its route operations.

After consideration of the entire filing, the Department FINDS and DETERMINES that:

1. Petitioner can provide safe, adequate and proper service to the public.
2. The granting of a Certificate of Public Convenience and Necessity to Ocean Breeze Transit Co., Inc. for route operations is in the public interest.

The Department HEREBY APPROVES the issuance of a Certificate of Public Convenience and Necessity to Ocean Breeze Transit Co., Inc., for regular route operations to be known as the Upper Deerfield-Atlantic City Bus Route, NJDOT Route File No. 604-516 in accordance with Schedule "A" attached hereto and made part hereof and HEREBY ACCEPTS for filing the initial tariff to be effective the date of this Order. This Decision and Order is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code and the following conditions.

1. The autobus equipment used to meet the specifications of N.J.A.C. 14:11-2.1 et seq. and be insured to the requirements of N.J.S.A. 48:4-36;
2. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197; and 27:1A-44;
3. Petitioner shall furnish the Department with copies of its schedules, listing operating restrictions, fares and the date service will be instituted, at least 10 days prior to institution of service;
4. Petitioner shall own and have title to the autobus equipment used or have on file with the Department a lease agreement for the exclusive use of the autobus equipment on its route operations, to enable it to furnish proper service;
5. This Order shall not affect or in any way limit the exercise of the authority of the Department, or of this State, in any future petition or in any proceeding with respect to rates, franchises, services, financing, and accounting, capitalization, depreciation, or any other matters affecting the petitioner; and
6. The holder of this Certificate shall comply with all of the rules and regulations of the Department's Office of Regulatory Affairs and shall furnish safe, adequate and proper service to the public in pursuance of the authority herein granted and failure to do so shall constitute sufficient grounds for suspension, change or revocation of this Certificate.;
7. Ocean Breeze Transit Co., Inc., shall not conduct operations as approved and authorized herein unless and until there is full compliance with the above conditions and this Order of Approval shall become null and void and of no effect unless fully exercised within 45 days from the date hereof.

This Certificate shall remain in full force and effect unless amended, changed or revoked by the Department.

October 30, 1981

DEPARTMENT OF TRANSPORTATION
BY:



Melvin R. Lehr
Assistant Commissioner
Transportation Services

EXHIBIT "C"

AMENDED

SCHEDULE OF PICK UP POINTS AND TARIFF

Upper Deerfield - Jamesway Shopping Center	9:00 a.m.	5:30 p.m.	2:00 p.m.
Bridgeton - Transportation Center	9:15 a.m.	5:45 p.m.	2:15 p.m.
Millville - IGA Shopping Center	9:30 a.m.	6:00 p.m.	2:30 p.m.
Vineland - 6th and Elmer Streets	10:00 a.m.	6:30 p.m.	3:00 p.m.
Richland - Holly Avenue and Route 40	10:20 a.m.	6:50 p.m.	3:20 p.m.
Mays Landing - Route 40	10:35 a.m.	7:05 p.m.	3:35 p.m.
Atlantic City	Arrive 11:00 a.m.	7:30 p.m.	4:00 p.m.
Return trip leaves Atlantic City	4:00 p.m.	12:30 p.m.	9:00 p.m.

TARIFF

\$10.00 per person - Round trip

16551

STATE OF NEW JERSEY
Department of Transportation
Office of Regulatory Affairs
Gateway 1 - Suite 505
Market Street
Newark, New Jersey 07102

IN THE MATTER OF THE PETITION OF)
OCEAN BREEZE TRANSIT CO., INC. FOR)
APPROVAL OF A REGULAR ROUTE BETWEEN)
POINTS AND PLACES IN NEW JERSEY AND)
ATLANTIC CITY, NEW JERSEY)

ORDER OF APPROVAL
DOT DOCKET NO. 81-134

Bendit, Weinstock & Sharbaugh, Esqs., by
Jerry A. Casser, Esq., West Orange, New
Jersey for Petitioner

Gorelick, Groom, Dare & Hornstine, P.A. by
J.K. Groom, Esq., North Wildwood, New Jersey
for the Firm and for the City of Wildwood

Cafiero and Balliette, Esqs., by W.M. Balliette,
Jr., Esq., Wildwood, New Jersey for the City of
North Wildwood

BY THE DEPARTMENT:

Ocean Breeze Transit Co., Inc., (Petitioner) a public utility and an autobus operator of the State of New Jersey, whose principal place of business is located at 1812 Marmora Avenue, Atlantic City, New Jersey, 08401, by petition filed on July 31, 1981, pursuant to N.J.S.A. 48:4-3 and N.J.A.C. 14:1-6.7, requests approval of a Certificate of Public Convenience and Necessity for regular route operations.

Petitioner seeks authority for autobus route operations from Cape May, Rio Grande, North Wildwood, Stone Harbor, Avalon, Sea Isle City, Ocean City, Somers Point, New Jersey, to any and all hotels/casinos in Atlantic City, New Jersey.

Copies of the petition were served upon the municipalities in which Petitioner proposes to furnish service. A copy of the petition was also served upon Five Mile Beach Electric Railway Co. and to the New Jersey Transit Corporation. Notice of the proposed route service appeared twice, one week apart, in The Press and Sunday Press, published in Pleasantville, New Jersey on August 5th and 12th, 1981.

The cities of North Wildwood, Wildwood, Borough of Stone Harbor and the Law Firm of Gorelick, Groom, Dare & Hornstine of North Wildwood (Protestants) objected to Petitioner's proposed pick-up locations and street by street description of its route. Petitioner satisfied each protestant by relocating certain of its proposed pick-up locations and by amending a portion of its route.

The Department's records indicate that Petitioner appears to have the capability to operate and maintain route bus service. The record reveals as well, that the Petitioner appears fit, able and qualified to operate such service. Petitioner has four (4) approved buses available for use in its route operation.

After consideration of the entire filing, the Department FINDS and DETERMINES that:

1. Petitioner can provide safe, adequate and proper service to the public.
2. The granting of a Certificate of Public Convenience and Necessity to Ocean Breeze Transit Co., Inc. for route operations is in the public interest.
3. All the objections to the petition have been resolved and the matter is now uncontested.

OCEAN BREEZE TRANSIT CO., INC.

CAPE MAY-ATLANTIC CITY BUS ROUTE
NJDOT ROUTE FILE NO. 538-516

Has a Certificate of Public Convenience and Necessity
for the operation of autobuses over the following route:

Starting at the Acme Shopping Center, Ocean Avenue, Cape May; thence via Lafayette Street, Franklin Street, Washington Ave., Yacht Avenue, CAPE MAY; Route #109, Garden State Parkway to Exit 4, Route #47 (West to Route #9), Route #47 (East) RIO GRANDE; (Rio Grande Avenue), Park Boulevard, WILDWOOD; Delaware Avenue, 25th Avenue, New Jersey Avenue, Spruce Avenue, Angelsea Drive, Seaview Court, Spruce Street, NORTH WILDWOOD; North Wildwood Road, Ocean Drive, (Third Ave.) STONE HARBOR; Avalon, Ocean Drive, (Landis Avenue) SEA ISLE CITY; Ocean Drive, UPPER TOWNSHIP; 55th Street, West Avenue, 6th Street, Bay Ave., Route #52, OCEAN CITY; McArthur Drive, Laurel Drive, Route #9 (North) SOMERS POINT; Garden State Parkway (North) to Atlantic City Expressway, to hotel/casinos in ATLANTIC CITY.

Returning via same route or nearest possible streets.

PICK-UP & DISCHARGE POINTS

Cape May	Acme Shopping Center
Rio Grande	A & P - K Mart Shopping Center
North Wildwood	26th Avenue & Delaware Avenue (A&P Parking Lot) Seaview Court & Angelsea Drive
Stone Harbor	94th Street & Third Avenue 80th Street & Third Avenue
Avalon	41st Street & Ocean Drive 20th Street & Ocean Drive
Sea Isle City	85th Street & Ocean Drive 62nd Street & Ocean Drive Landis Avenue & J.F.K. Boulevard
Ocean City	55th Street & West Avenue 44th Street & West Avenue 34th Street & West Avenue 6th Street & West Avenue
Somers Point	Jamesway Acme Shopping Center
Atlantic City	Hotel/Casinos

RESTRICTIONS

1. No local passengers shall be transported whose trips begin and end within Atlantic City.
2. Service shall be limited to the transportation of passengers originating at or destined to Atlantic City.
3. All stops on public highways are to be in conformity with N.J.S.A. 39:4-197 and 27:1A-44.
4. Each bus shall discharge and pick-up passengers at one casino.

TARIFF

\$10.00 Per Person - Round Trip

The Department HEREBY APPROVES the issuance of a Certificate of Public Convenience and Necessity to Ocean Breeze Transit Co., Inc. for regular route operations to be known as the Cape May-Atlantic City Bus Route, (NJDOT Route File No. 538-516) in accordance with Schedule "A" attached hereto and made part hereof and HEREBY ACCEPTS for filing the initial tariff to be effective the date of this Order. This Decision and Order is issued subject to all applicable New Jersey Statutes, New Jersey Administrative Code and to the conditions in Schedule "B" also attached hereto.

DATED: *December 17, 1981*

DEPARTMENT OF TRANSPORTATION
BY:



Melvin R. Lehr
Assistant Commissioner
Transportation Services

STATE OF NEW JERSEY
Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

IN THE MATTER OF THE PETITION)
OF OCEAN BREEZE TRANSIT CO.)
FOR AMENDMENT OF ITS CERTIFI-) *157*
CATE OF PUBLIC CONVENIENCE)
AND NECESSITY FOR CHARTER)
OPERATIONS PURSUANT TO)
N.J.A.C. 14:1-6.7)

DECISION AND ORDER

DOT DOCKET NO. 80-111

Bendit, Weinstock & Sharbaugh, by Jerry A.
Casser, Esq., West Orange, New Jersey
for petitioner.

BY THE DEPARTMENT:

By Decision and Order dated February 20, 1975 (N.J. P.U.C. Docket No. 741-9) the Board of Public Utility Commissioners approved the issuance of a Certificate of Public Convenience and Necessity N.J.P.U.C. 438-C, to Ocean Breeze Transit Co. (petitioner) to engage in charter autobus service only, originating in the counties of Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean and Salem. Subsequently, in accordance with N.J.P.U.C. Docket No. 741-9, petitioner filed its tariff for such operations. The tariff is only for charter bus service.

Petitioner requests authority for an initial tariff for special bus operations and to amend its Certificate to permit special bus operations.

Proper notice of the request for special bus operations appeared in The Press, published in petitioner's service area on September 3, and 10, 1980. No objections have been received to date.

Upon review of the filing the Department finds that petitioner, a public utility, is fit and able to provide this service to the public and such services will be in the public interest.

The Department HEREBY AMENDS Certificate of Public Convenience and Necessity now NJDOT No. 438-C authorizing charter bus operations to include special bus operations, originating in the eight counties listed herein.

The Department also accepts for filing to be effective immediately the initial special bus tariff combined with the charter tariff as follows:

BASIC CHARTER CHARGES

<u>TYPE OF BUS</u>	<u>CHARGE PER BUS MILE</u>	<u>CHARGE PER BUS HOUR</u>
TRANSIT		
SUBURBAN	\$.60	\$7.00
DELUXE		

ALL TOLLS, TAXES, AND PARKING CHARGES ARE ADDITIONAL

BASIC SPECIAL CHARGES

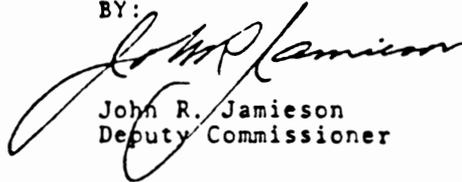
Charges for special operations will be calculated, on a per ticket basis, to yield a total amount equal to 60% of the revenue that would be derived under the Basic Charter Charges mentioned hereinabove.

Petitioner is requested to file a revised tariff pursuant to this Order.

DATED: October 10, 1980

DEPARTMENT OF TRANSPORTATION

BY:



John R. Jamieson
Deputy Commissioner



~~543200~~
02448

State of New Jersey

CASINO CONTROL COMMISSION

379 WEST STATE STREET
TRENTON, N.J. 08625
PHONE NUMBER 609-292-7730, 7731

ATLANTIC CITY OFFICE
TENNESSEE AND BOARDWALK
PHONE NUMBER: 609-348-3700

JOSEPH P. LORDI
CHAIRMAN

KENNETH N. MACDONALD
VICE-CHAIRMAN

ALBERT W. MERCK
ALICE D. CORSEY
PROSPERO DEBONA, JR.
COMMISSIONERS

WILLIAM F. X. SAND
EXECUTIVE SECRETARY

February 28, 1980

Ocean Breeze Transit Co., Inc.
1812 Marmora Avenue
Atlantic City, New Jersey
08401

Dear Sir or Madam:

The Casino Control Commission has reviewed an application by Bally's Park Place for the approval of your agreement with that firm. It appears that your enterprise may require a casino service industry license from the Commission in order to do business with this casino hotel or future casino license applicants.

We would recommend that you acquire the necessary application forms either from our office in Atlantic City at the Arcade Building, Tennessee Avenue and the Boardwalk or our office in Trenton at 379 West State Street. If this is impractical due to your location, please contact the Commission to have the forms sent to you by mail.

Since it appears that your enterprise provides goods or services not related to gaming or casino activity, there will be a minimum filing fee of \$500.00 payable when you send or bring the application to the Commission. The check or money order is to be made payable to the Casino Control Fund.

If you have any questions on the filing of your application, please contact the Commission at (609) 348-1958.

Very truly yours,

WILLIAM J. HOFFMAN
Chief, Enterprise Licensing

WJH/cr

cc: Eugene Schwartz
Deputy Attorney General

Thomas Ellson
Director of Purchasing
Bally's Park Place

ORIGINAL



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NEW JERSEY

FEB 14 1980

State of New Jersey
CASINO CONTROL COMMISSION

CASINO CONTROL
COMMISSION

379 WEST STATE STREET
TRENTON, N.J. 08625
PHONE NUMBER 609-292-7730, 7731

ATLANTIC CITY OFFICE
TENNESSEE AND SCARDWALK
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LORD
MAN

N. MACDONALD
CHAIRMAN

V. MERCK
CORSEY
O. DESONA, JR.
MEMBERS

R. X. SAND
EXECUTIVE SECRETARY

DATE: February 5, 1980

APPLICATION OF A CASINO LICENSEE
FOR THE
APPROVAL OF AN AGREEMENT

PURPOSE: This form is to be completed by the casino licensee, temporary casino permittee or applicant for a casino license. Section 104(b) of the Casino Control Act states that "Each casino licensee shall be required to present to the Commission any written or unwritten agreement regarding the realty of, or any business or person doing business with or on the premises of, its casino hotel facility." This form has been devised to provide the Commission with this information.

Please complete this form in detail and submit the original and three (3) copies to the Commission.

If a question does not apply to a specific enterprise write "does not apply". If a question is applicable to an enterprise, but there is nothing to be entered write "none". Every question must be answered.

SELLER'S VENDOR CODE: 543-2-00

NAME OF ENTERPRISE FOR WHICH
THIS FORM IS BEING FILED:

Ocean Breeze Transit Co., Inc.

NAME OF PERSON AT CASINO HOTEL
TO BE CONTACTED IN REFERENCE
TO THIS FORM:

THOMAS ELLSON
(Name)

DIRECTOR OF PURCHASING
(Title)

TELEPHONE NUMBER:

(609) 340-2000



State of New Jersey

CASINO CONTROL COMMISSION

379 WEST STATE STREET
TRENTON, NJ 08625
PHONE NUMBER 609-292-7730, 7731

(revised 6/21/78)

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NEW JERSEY

JUN 21 1979

CASINO CONTROL
COMMISSION

ORIGINAL

SEPH P. LORDI
CHAIRMAN

WENETH N. MACDONALD
VICE-CHAIRMAN

BERT W. MERCK
CE D CORSEY
OSPERO DEBONA, JR.
COMMISSIONERS

LIAM F. X. SAND
EXECUTIVE SECRETARY

DATE: June 14, 1979

APPLICATION OF A CASINO LICENSEE
FOR THE
APPROVAL OF AN AGREEMENT

PURPOSE: This form is to be completed by the casino licensee, temporary casino permittee or applicant for a casino license. Section 104(4)b of the Casino Control Act states that "Each casino licensee shall be required to present to the Commission any written or unwritten agreement regarding the realty of, or any business or person doing business with or on the premises of, its casino hotel facility." This form has been devised to provide the Commission with this information.

Please complete this form in detail and submit the original and two (2) copies to the Commission and two (2) copies to the Division of Gaming Enforcement.

If a question does not apply to a specific enterprise write "does not apply." If a question is applicable to an enterprise, but there is nothing to be entered write "none." Every question must be answered.

NAME OF ENTERPRISE FOR WHICH
THIS FORM IS BEING FILED: Ocean Breeze Transit Co., Inc.

NAME OF PERSON AT CASINO HOTEL
TO BE CONTACTED IN REFERENCE
TO THIS FORM: Eleanor E. Kelly Coordinator of Vendor Lic.
(Name) (Title)

TELEPHONE NUMBER: 609-340-6880

**SECTION XI - Magazines/Newspaper Articles on Racial
Discrimination at the Casinos**

SEP 19 1985



