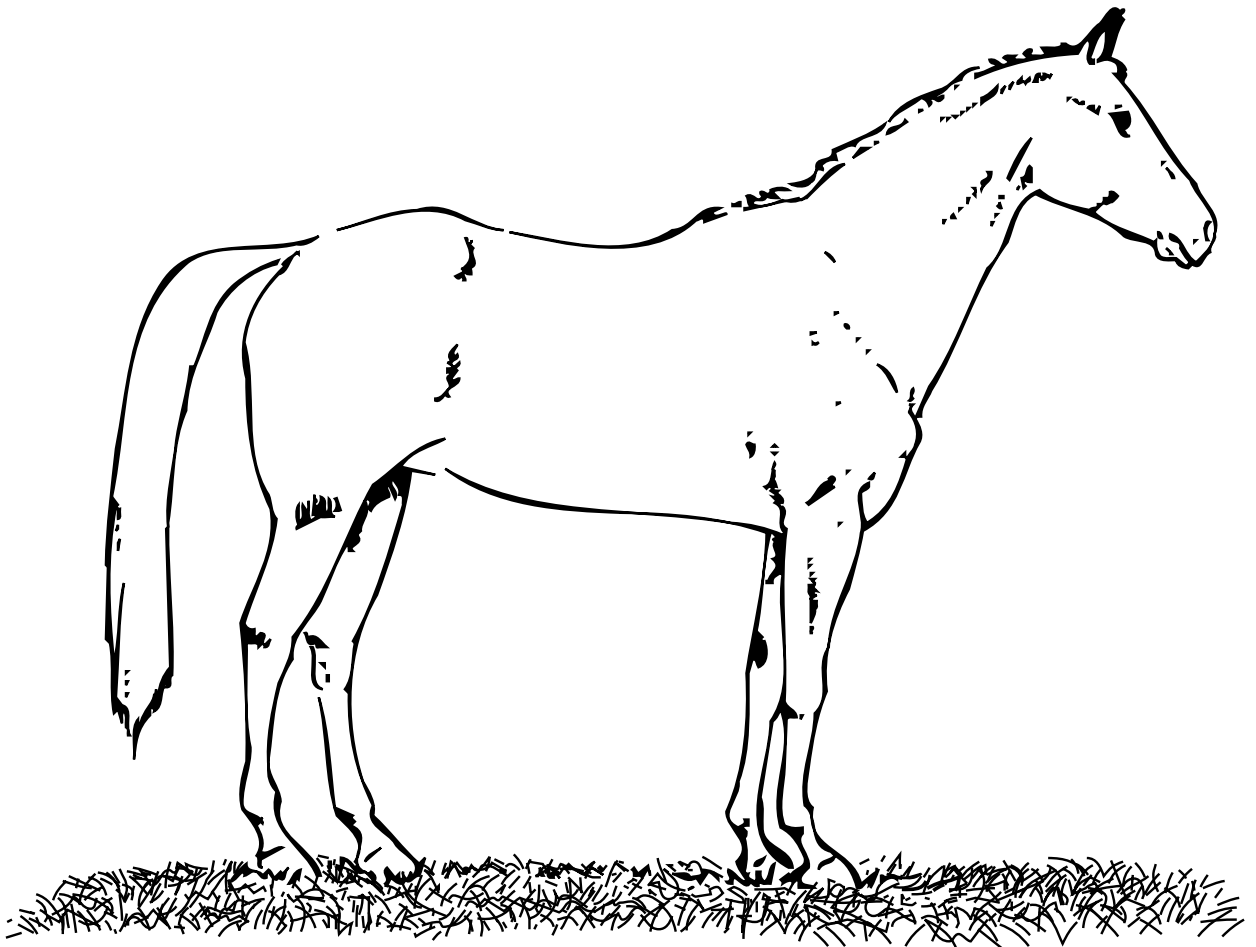


 EM4881

HARNESS DRIVING MANUAL AND RULES FOR WASHINGTON STATE



**WASHINGTON 4-H YOUTH DEVELOPMENT
POLICY FOR PROTECTIVE HEADGEAR USE
IN THE 4-H EQUINE PROGRAM**

Equestrian Helmets. All Washington 4-H members and non-member youth participating in all equine projects and activities must wear American Society of Testing Materials (ASTM) and Safety Engineering Institute (SEI) approved headgear when riding or driving. The headgear must have a chin strap and be properly fitted. Additionally, all equestrians (including adults) are strongly encouraged to wear protective headgear at all times when riding or working around horses.

ACKNOWLEDGMENTS

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4-H HARNESS DRIVING RULES

These rules closely follow Washington State Horseman driving rules. If there are discrepancies, 4-H rules prevail. If 4-H rules do not cover a situation, WSH rules prevail.

APPOINTMENTS

Entries may be penalized or disqualified for deviation from listed appointments.

Conservative Attire

Approved headgear: riding boots or leather shoes; gloves (color optional) and whip (carried in right hand) required. Riding attire is acceptable. Apron or lap rug is optional.

- **Gentleman Driver:** Sport coat and slacks, suit (Western cut acceptable), or riding attire.
- **Lady Driver:** Sport jacket, slacks, skirt, dress (not formal or semiformal), pant suit, or riding attire. Apron or lap rug required with street-length dress.
- **Groom/Header:** Traditional horse show attire or approximately knee length duster. No apron, lap robe, or whip.

Vehicle

Any appropriate two- (2) or four- (4) wheeled vehicle is allowed that has a foot rest or basket, minimum of ten (10) inches front to back, securely fastened. (Racing sulkies or roadster bikes are prohibited.) Shafts should be equipped with trace carriers and single tree or trace hooks.

Harness

Recommend light harness (Kay collar or breast collar); color and type suitable to vehicle.

REQUIRED: Cavesson or noseband and either side check (preferable) or over check. **Reins are**

to be buckled at ends. Type of bit is optional according to type of vehicle and/or breed of equine (for example, snaffle, liverpool, elbow, buxton).

OPTIONAL: Running martingale and breeching (required on heavier vehicles).

PROHIBITED: Thimbles and trotting boots.

Whip

REQUIRED: The driving whip must be long enough so that the lash can reach the animal's shoulder. The whip is held in the right hand at a 45° angle to the horse and the ground, at the most comfortable balance. The whip is only a method of communication. At no time should it interfere with another driver. A person who is unable to carry a whip may obtain special permission from show management.

Fitting and Showing

When a driver participates in showmanship it is acceptable to wear the driving clothing, except if the driver is in a skirt or in a dress. Additional definition of showmanship attire can be found in EM4727, *Performance Horse Member Manual and Rules*.

GENERAL RULES

1. An uncontrolled horse *will be immediately dismissed* from the ring, with assistance, if necessary. The judge *must excuse* from competition an unsafe vehicle or an unruly horse.

2. All officials should be constantly on the lookout for unsafe actions by any exhibitor or unsafe harness or vehicle. Immediate steps will be taken to correct the error(s).
3. In case of a runaway, all other drivers must move off the rail to the center of the ring and *stay in their vehicles*. Most frightened horses tend to run the rail, looking for a way out.
4. Breakdowns are allowed five (5) minutes for repairs. If the animal is under control, other exhibitors may walk their animals or stand until the class starts again.
5. Slower animals are encouraged to work "off the rail" or "on an inside track."
6. Judges are to discourage lack of manners among exhibitors.
7. Large classes should be divided by the management, a judge, or a technical delegate when conditions warrant. In a standard size ring (100' x 200'), classes with an entry of 12 or more at the beginning of the class must be divided. In smaller rings, the maximum is nine (9). In larger rings, the maximum is 15. Four (4) to six (6) from each section may return for final judging. The first division of a class will be by size of animal.
8. Headers are optional at the exhibitor's choice and may ride with the driver or quietly enter the arena at the lineup when so instructed. Headers may not touch the animal except in an emergency.
9. Method of holding the reins is optional; however, use of both hands is recommended. (See "Driver Specifications.")
10. Animals must carry a Pleasure Foot in accordance with Breed or Apparent Breed Specifications.

Gaits

- **Walk:** Flat-footed, ground-covering, and brisk.
- **Working Trot/Intermediate Gait:** Between the strong trot and the slow (collected) trot; to go forward freely and straight, engaging hind legs with good hock action, on a taut, but light rein. The steps should be as even as possible. The hind feet touch the ground in the footprints of the forefeet. The degree of impulsion and energy displayed at the working trot clearly denotes the degree of suppleness and balance of the horse.
- **Trot On/Increased Intermediate Gait:** (Strong trot) A clear, but not excessive, increase in rate and lengthening of stride while remaining well-balanced and showing appropriate lateral flexion on turns; light contact to be maintained. Excessive speed will be penalized.

Collected and/or extended gaits may be called for only in a Championship Class.

DRIVING CLASSES

Reinsmanship

This class is designed to test the driver's knowledge and ability. Tests are required.

Class Procedure:

Horses enter to the right (counterclockwise) at a working trot/intermediate gait, and work both ways of the ring at the flat-footed walk, working trot/intermediate gait and trot on/increased intermediate gait. REVERSE will be executed on the diagonal at a walk or working trot from a designated corner at the direction of the ringmaster or judge. Drivers line up where directed. Horses must stand quietly in line.

Reinsmanship Tests

- Back four (4) steps and return to place in line.
- Drive a circle—size at judge's direction.
- Drive a figure-eight.
- Drive at an extended trot/increased intermediate gait.
- Negotiate a simple obstacle (i.e., drive between two (2) obstacles at a working trot or halt between two (2) given markers).
- Pivot (turn) with one wheel in place, left or right, at 90°, 180°, or 360°, at judge's direction.
- Back between two (2) markers.
- Drive at the extended flat-footed walk.

Basis of Judging:

Judged as an equitation class on hands, proper harnessing and hitching, and correct driving techniques. Driver should be able to change gaits quickly, smoothly, and unobtrusively while always maintaining contact and using correct driving techniques.

- 75% on handling of reins and whip, control, posture, and overall appearance of the driver.
- 25% on proper harnessing and hitching, condition of horse or pony, harness and vehicle, and neatness of attire.

Pleasure Driving

Class Procedure:

Horses enter to the right (counterclockwise) at a working trot/intermediate gait and work both ways of the ring at the flatfooted walk, working trot/intermediate gait and trot on/increased intermediate gait.

Extreme speed and/or extreme high action due to length of foot, pads, and/or weighted shoes will be penalized.

Reverse is executed on the diagonal at a walk or working trot from a designated corner at the direction of the ringmaster or judge.

Drivers must line up in the center of the ring at the direction of the judge. Horses must stand quietly in line. Headers (or grooms) are allowed, but must stand five (5) feet in front of horse and not touch the animal except in an emergency. Horses must back readily four (4) steps. Horses will be shown on the rail except when passing or reversing. Slower animals should use the inside track. Driver must maintain sensitive contact with horse's mouth at all times.

Basis of Judging:

The pleasure driving horse should have basically the same general qualities as the pleasure saddle horse. Special emphasis is placed on the flat-footed walk and the pleurability of the ride for the driver. The horse should be in balance with a head and neck carriage typical of its breed or type, should be light-mouthed, and have a free way of moving. At all gaits, it must work in form (i.e., head held quietly, mouth closed, and legs working beneath itself). The traces should be steady at all times, demonstrating consistency of forward motion and that the horse is pulling from the traces, not from the mouth or saddle. Erratic movements are highly undesirable. Hesitation or breaking stride will be penalized.

- 70% on manners, performance, condition, style, and way of going.
- 20% on fit, condition, and appropriateness of harness and vehicle.
- 10% on animal's conformation and driver's neatness and attire.

Precision Driving I

Class Procedure:

Driven over a standard course; specification same as Precision Driving, Open.

Basis of Judging:

Same as Precision Driving, Open.

COURSES

Course #1: (see Figure 1)

- (1) Enter at a trot
- (2) Trot through 10-foot square (four [4] cones)
- (3) Trot a serpentine of five (5) cones (25' apart)
- (4) Walk with right wheel(s) between poles (6"-8" apart)
- (5) (a) (b) Trot a figure-eight
- (6) Walk with left wheel(s) between poles
- (7) Walk a serpentine
- (8) Walk into square, stop with wheels (front) between front cones, back four (4) steps, return to forward position
- (9) Stand quietly until dismissed by judge or ringmaster

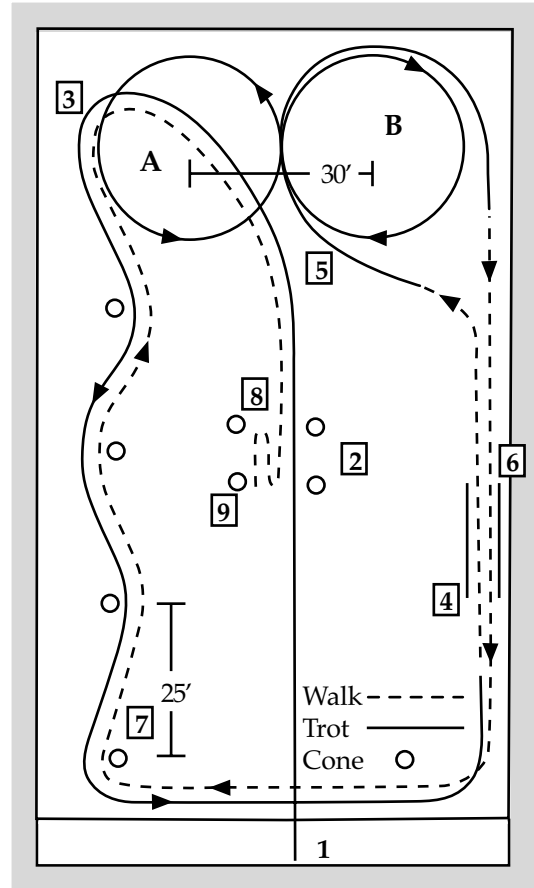


Figure 1. Precision Driving, Standard Course #1.

Course #2: (see Figure 2)

- (1) Enter at a trot
- (2) Trot through two (2) pairs of cones (CDEF, 10' square)
- (3) Trot a figure-eight (B, then A)
- (4) Trot a serpentine of five (5) cones (25' apart)
- (5) Walk with right wheel(s) between poles (6"-8" apart)
- (6) Walk to top of four (4) cone square (CDEF) pivot 90° to the right, back to the farthest set of cones (EF), stand ten (10) seconds, trot out of square
- (7) Trot with left wheel(s) between poles and exit

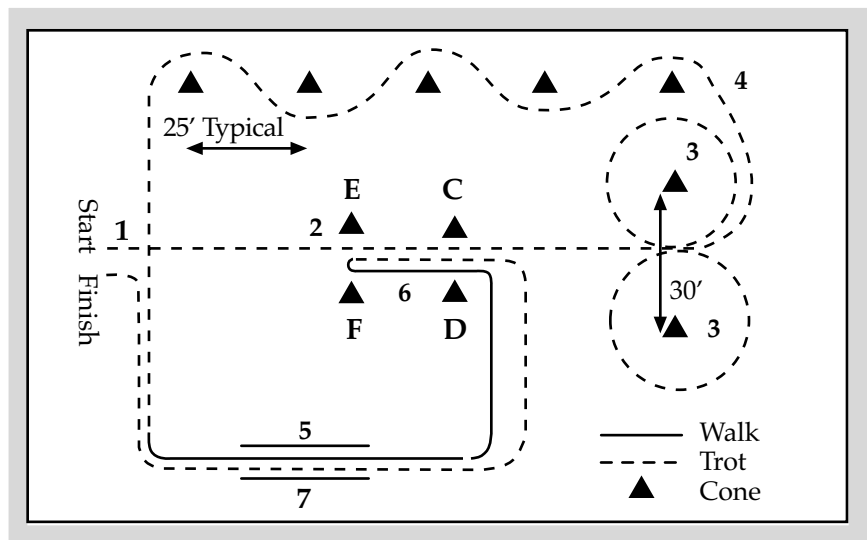


Figure 2. Precision Driving, Standard Course #2.

Precision Driving, Open

Class Procedure:

This competition tests the skill of the driver, the obedience and handiness of the animal, and the accuracy with which the course is driven.

Faults:

First and second refusal, displacing marker, hoof and wheel outside marker, and breaking gait.

Elimination:

Three (3) accumulated refusals, receiving outside assistance, showing an obstacle to the horse, taking an obstacle out of order (off course).

Judging is based on performance, manner, and appropriateness of entry.

Competitors will be required to drive over a course consisting of six (6) to eight (8) obstacles (see Figure 3). The course will be irregular, necessitating changes of direction. Markers indicating obstacles will be at least 12 inches wider than the outside hub of the wheels of each vehicle. Markers indicating obstacles will be at least 12 inches high. (Traffic cones with tennis balls on top work well—see Figure 4). Lanes may be defined by rails at least three (3) inches in diameter.

Basis of Judging:

The purpose of the competition is to test the skill of the driver and the obedience and handiness of the animal.

- 80% on the fault system.
- 20% on manners and smoothness of performance.

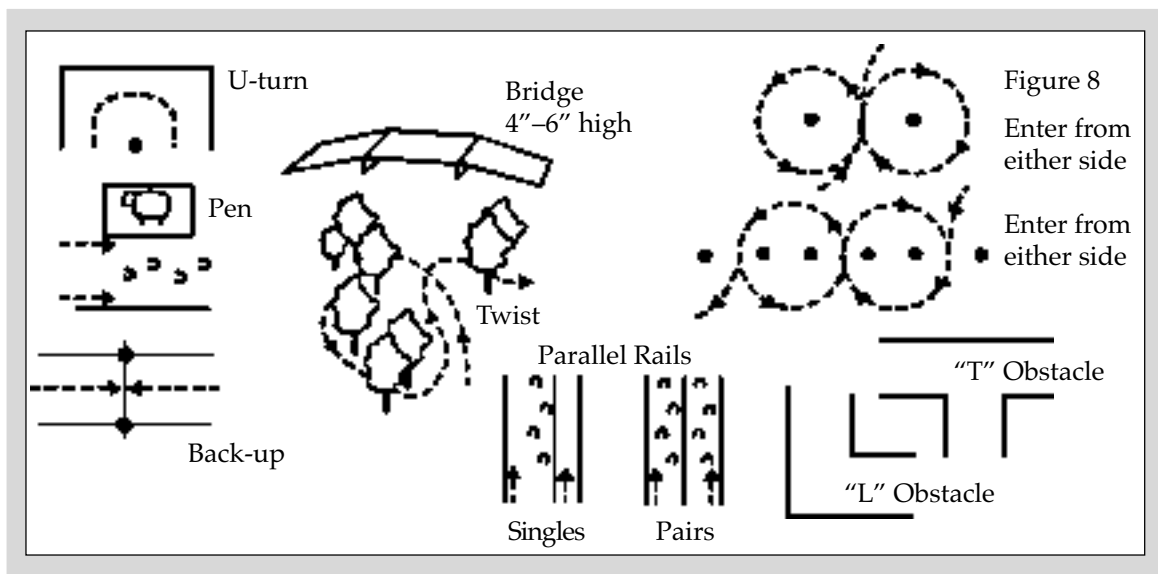


Figure 3. Examples of Obstacles.

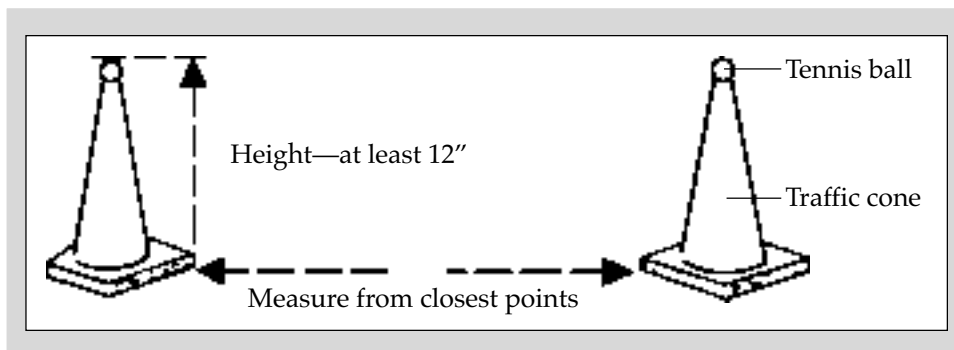


Figure 4. Illustration of Cones.

Timed Obstacle Driving

Class Procedure:

Same as Precision Driving, Open, except to be a timed event. If manually timed, use at least two (2) timers.

Basis of Judging:

Class is placed according to time, with faults counted in penalty seconds to be added to time on the course.

10-Second Penalty:

Displacing marker
Each hoof outside marker
Wheel outside marker
Cantering—each time

30-Second Penalty:

Not completing an obstacle

Elimination:

Same as Precision Driving

The competition with the shortest time wins. In the event of a tie, there will be a drive-off over a shortened course.

- In case of a tie, the drivers may flip a coin or accept a tie-off. In breaking a tie, the loser takes the next lower position.
- In the event of a clock failure, a contestant with a clean ride (no disqualifications) will be given two (2) chances to make a qualified run. If the first run qualifies, the contestant is not entitled to the second run.
- In the event of interference, a re-drive, if requested by the driver, shall be at the discretion of the judge. All re-drives will be made after the last driver in the class has completed the course.
- Only contestants, ring crew, and officials are allowed in the arena.
- During the running of any event, all arena gates must be closed.
- In all events, two (2) poles thirty (30) feet apart shall designate the start–finish line. A horse must pass between these poles at the start and finish or be considered off course.
- Markers may be poles, barrels, or traffic cones. All markers must be at least 12 inches high.
- In all events, the ring crew will reset downed equipment only after the competitor has completed the course.

TIMED DRIVING GAMES

General Rules

- **Appointments:** Same as Driving Performance Classes.
- **Harness and Vehicle:** Same as Driving Performance Classes.
- Contestant's number must be clearly visible at all times on his or her back.
- Events will be timed on individual runs; awards will be given to those with the lowest (fastest) times.
- Contestants must enter and leave the arena at a walk or slow trot.
- Horse or pony must be under control of driver at all times.
- Driver must start course within one (1) minute of being given the starting signal.

Penalties

There shall be a five- (5) second penalty assessed for each of the following:

- Knockdown of a marker.
- Break from a trot.

Disqualifications

- Off course—failure to complete the course as diagrammed.
- Refusals.
- Upsetting the start-finish poles.
- Stopping the clock before completion of course by any portion of horse or cart.
- Failure to start within one (1) minute of the starting signal.
- Unsportsmanlike conduct (use of profane language; unnecessary roughness and abuse of horse; disorderly conduct of any kind).

- A horse termed out of control or unmanageable by a judge may be disqualified from the event and entire show with no refund of entry fee.
- Upset of vehicle (if side of vehicle touches ground).

Events

Driving Barrel Race (see Figure 5)

Course: Three (3) markers placed in triangular formation 75 feet apart with first and second

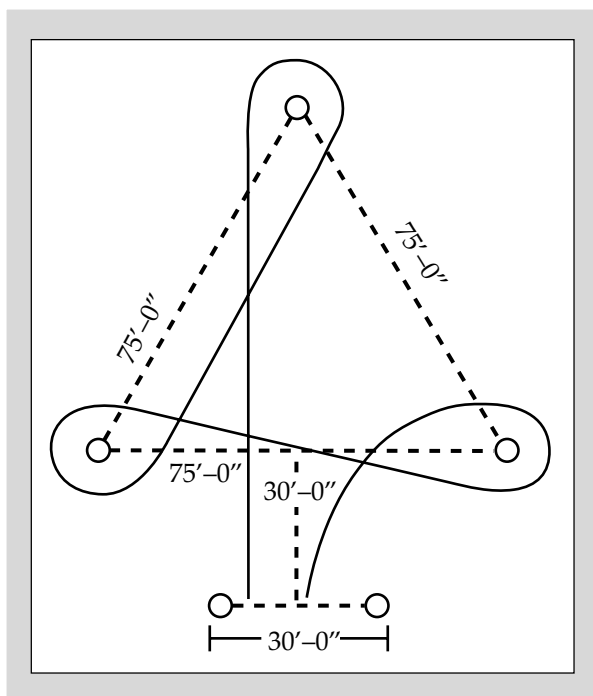


Figure 5. Driving Barrel Race.

markers placed 30 feet out from the start–finish line (see Figure 5). (Alternate course for narrow arena: first and second markers 33 feet out from start–finish line and 60 feet apart; third marker 30 feet from first and second markers.)

Pattern: Course may be driven to the right or to the left.

- *Right:* Driver crosses start–finish line, circles #1 marker to right, crosses to #2 marker, circles it to left, drives to #3 marker, circles it to left and returns across start–finish line.
- *Left:* Driver crosses start–finish line, circles #2 marker to left, crosses to #1 marker, circles it to right, drives to #3 marker, circles it to right and returns across start–finish line.

Driving Pole Bending Race (see Figure 6)

Course: Six (6) markers placed in a straight line, spaced 25 feet apart with the start–finish line 25 feet in front of the first marker (see Figure 6).

Pattern: May be driven in either direction. Driver crosses start–finish line, drives down the right or left side of markers; turns around #6 marker and weaves in and out of the line of markers; turns around #1 marker and weaves in and out of the line of markers again; turns around #6 marker and drives across the start–finish line.

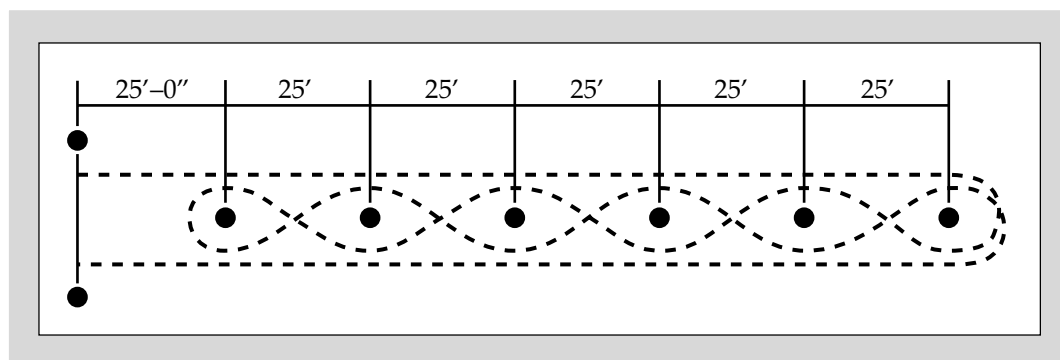


Figure 6. Driving Pole Bending Race.

Driving Figure-Eight Stake Race (see Figure 7)

Course: Two (2) markers placed 120 feet apart with the start–finish line an equal distance (60 feet) between (see Figure 7).

Pattern: Driver may begin in either direction; turns around first marker, recrosses start–finish line, turns around second marker in opposite direction and completes the “8” pattern by passing over the start–finish line.

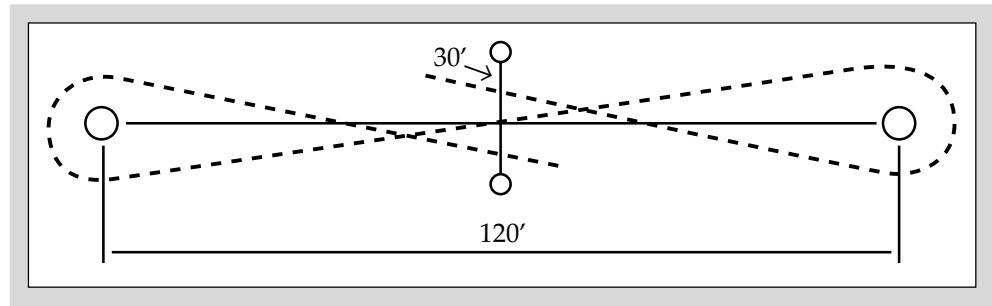


Figure 7. Driving Figure Eight Stake Race.

Driving Idaho Figure Eight (see Figure 8)

Course: Two (2) markers placed 100 feet apart with the first marker 20 feet from the start–finish line (see Figure 8).

Pattern: May be driven in either direction; driver crosses start–finish line, drives down the right or left side of markers, turns around #2 marker, crosses between the markers, turns around #1 marker, continues back to #2 marker in “8” pattern, turns around #2 marker and returns across start–finish line.

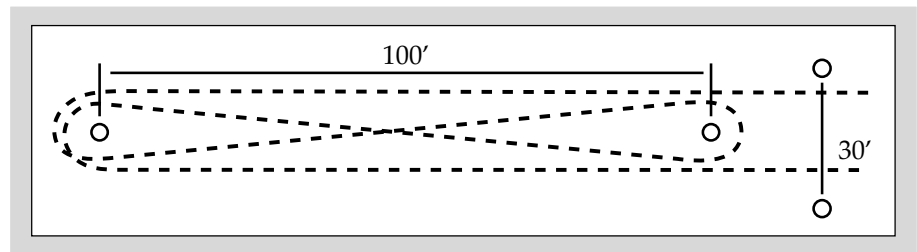


Figure 8. Driving Idaho Figure Eight.

Driving Key Race (see Figure 9)

Course: Four (4) markers: #1 set to be 100 feet from the start–finish line, #2 set to be ten (10) feet beyond the first set, and at least 25 feet from the end of the arena (see Figure 9). In each set the markers are to be at least five (5) feet apart (at least two [2] feet wider than the outside hub of the wheels of the largest vehicle). (2'–10' poles may be substituted for the four [4] markers.)

Pattern: The driver crosses start–finish line, drives between markers beyond #2 set, turns in either direction, drives back between markers, and across start–finish line.

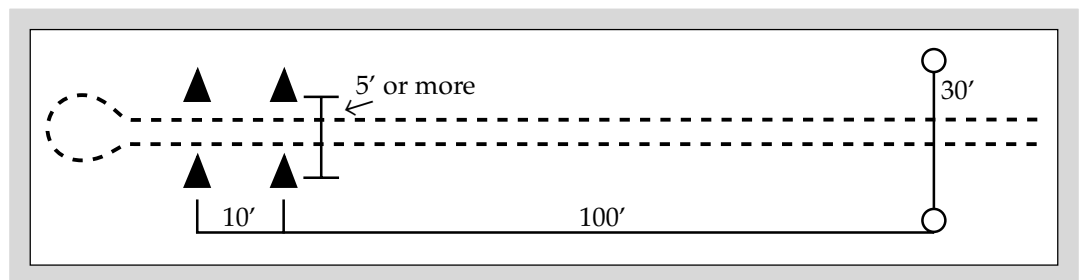


Figure 9. Driving Key Race.

Additional driving events may be adapted as long as they follow standard rules.

TRAINING THE DRIVING HORSE OR PONY

Training a horse or pony to the cart must be a gradual process, taking into consideration the equine natural instinct to flee from threats (see *Beginning Horsemanship*, EM4842, Chapters I and II). Work in an enclosed area and seek competent, experienced assistance. Whenever possible, allow the untrained horse to see a stable mate doing the same task first. When putting a horse to the cart and leading, have it follow another horse and cart.

Before starting your horse or pony in harness, teach it to longe both directions; know the voice commands “walk,” “trot,” “whoa,” and “stand,” and obey them implicitly. Only use “whoa” when you want a sudden full halt. Obedience to “whoa” is essential before putting a horse to a vehicle.

Allow your horse to inspect (smell) the harness; gently rub it against the horse’s neck. Standing on the left side, gently place the backband (saddle) assembly complete with bellyband, wrapstraps, backstrap, and crupper, four (4) to six (6) inches behind the withers. On a large, high-withered horse, it will be farther back than on a smaller, low-withered horse or pony. To adjust the length of the backstrap and

crupper, slide the saddle to the middle of the back. Shorten the backstrap itself, not at the crupper. Carefully place the crupper under the tail, making sure all tail hair is free of the crupper. Holding the crupper in place, lift the saddle and return it to the correct distance behind the withers. Fasten the bellyband snugly, but never as tightly as a riding saddle cinch or girth. After the animal is walked, you may need to tighten the bellyband.

Place a halter over the bridle and longe your horse in an enclosed area. Be sure the wrap straps are done up like the traces in Figure 10. When the horse longes freely both directions, pays attention to you and does not worry about the harness, add the breast collar and traces, done up as in Figure 10. Longe the horse both directions until it relaxes. If your harness has breeching, add it at this time. Fasten the breeching straps forward to the bellyband to have contact, but not so they pressure the rear legs when walking. Longe until the horse relaxes.

Attach the driving reins. In order to have better control over the rear quarters, run the reins through the shaft loops that have been tied to the bellyband, and attach to the snaffle bit (see Figure 11). Standing about three (3) feet to the side and rear of the horse, begin ground

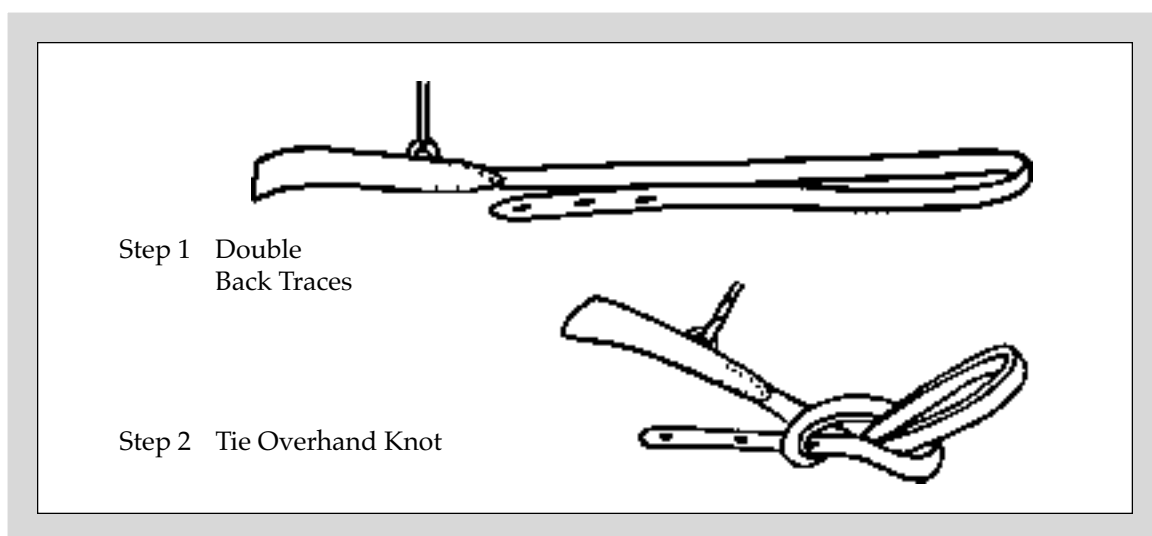


Figure 10. Traces Done Up.

driving. Always work from the inside of the horse, so that the horse travels the greater distance. Start your ground driving on the path of the longeing circle with frequent halts to begin the horse's standing training. It should learn to stand quietly on a loose rein. Ground drive your horse for a few days, gradually increasing the difficulty of the maneuvers until you are doing figure eights, serpentines, and circles. Do not ask your horse to back yet.

After your horse has become proficient at ground driving, it must be taught to pull. Run the reins through the saddle terrets. Untie the traces and run them through the shaft loops. Tie the ends together with a rope at least six (6) feet long. Have a helper take the end of the rope and hold the traces parallel to the ground in the proper position and walk behind the horse as you ground drive it (see Figure 12).

On your command, have the helper gently pull back on the traces for about ten (10) feet and then release the pull. Repeat this maneuver many times, gradually increasing the amount of pull. Do not allow your horse to pause or halt as this pull is exerted. By the time you are ready for the next step, the horse should be pulling easily and readily all the way around the ring.

To accustom the horse to the shafts, bring the poles (see Figures 13 and 14) into the ring and drag them past your horse, around it, and behind it. When the horse no longer reacts to the poles have your helper attach a lead rope to the halter and lead the horse into position in front of the poles. Slide the ends through the shaft loops and attach the traces. Ask your horse to walk on, allowing yourself plenty of room to make large turns so the poles won't

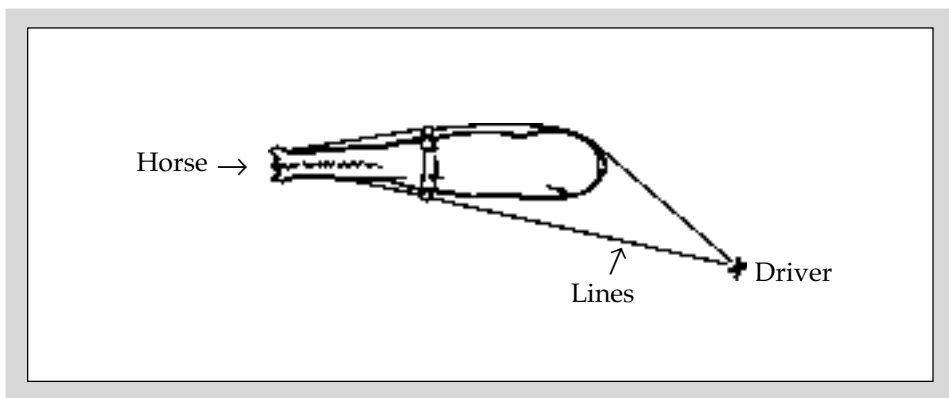


Figure 11. Ground Driving Position.

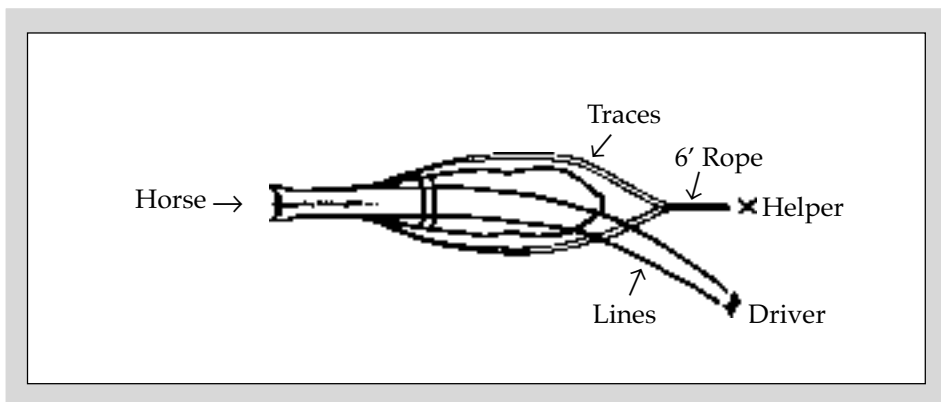


Figure 12. Putting Pressure on the Traces.

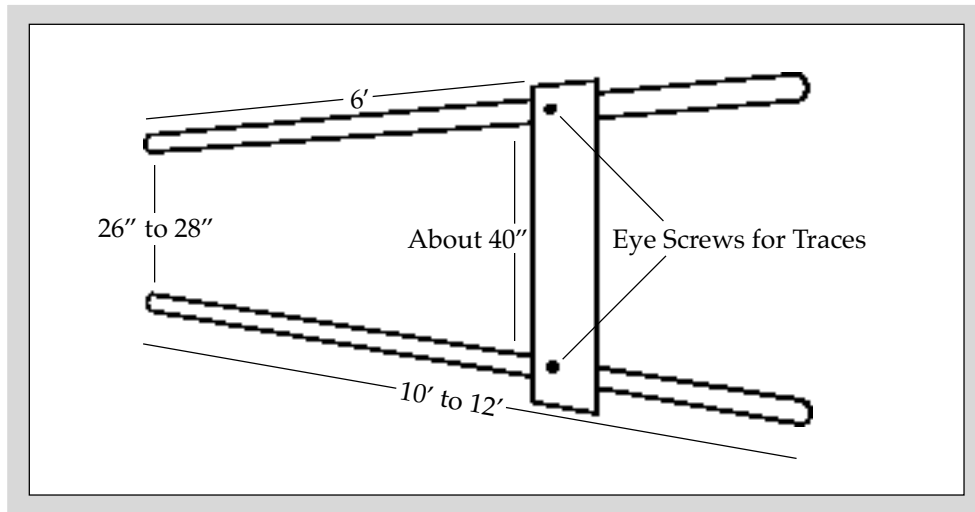


Figure 13. Horse-Sized Training Poles.

bump the horse. Your helper should remain at the head until the horse is relaxed about the poles. Keep the animal working with poles for at least seven (7) days, learning gradually to accept the poles' touch and doing progressively tighter turns. Before the horse is ready for the cart, it should be doing figure eights, serpentine, and circles with ease. It takes time to teach an animal to turn properly in poles because it must learn to side-pass.

Have your helper bring the cart into the ring and allow your animal to inspect it. Have the helper pull it and shake it to produce any noises that it might make when in use. After the horse is accustomed to the cart, have your helper lead it into position in front of the cart. Hitch it as quietly as possible. Then, with your helper still holding the lead rope, ground drive the horse a couple times around the ring. If it goes quietly, step into the cart and sit down softly in the middle of the seat. Continue for a couple more rounds and, if the animal is still quiet, the helper may unsnap the lead rope. It is best to continue at the walk for the first time or two practicing all the figures learned in poles. Gradually go to a slow trot for short periods, always making sure the horse comes smoothly back to a walk when asked. When it trots freely, practice all the figures learned in poles at the trot.

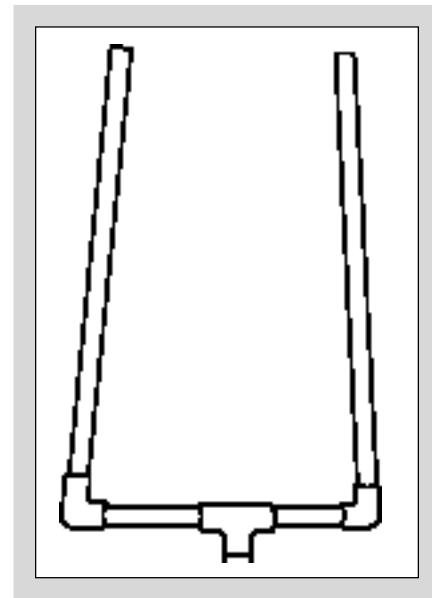


Figure 14. Travois Made with PVC (Plastic Pipe).

After your horse has been in the cart for at least a month and is going well, teach it to back. Standing in front of your horse, grasp a rein in each hand, pull backwards, step towards it, and say "back," all at the same time. Use the pull and release system. When the horse does this readily with you in front of it, pick up your reins and, while standing behind it, ask in the same way, exerting just enough pull to get one step back. Immediately ask for one step forward. Gradually ask for two, three, and four steps back, always making sure the horse moves forward on command the same number of steps.

HARNESS ADJUSTMENT

The harness must be adjusted for the complete comfort of the horse and to enable the driver to have full control of the animal at all times.

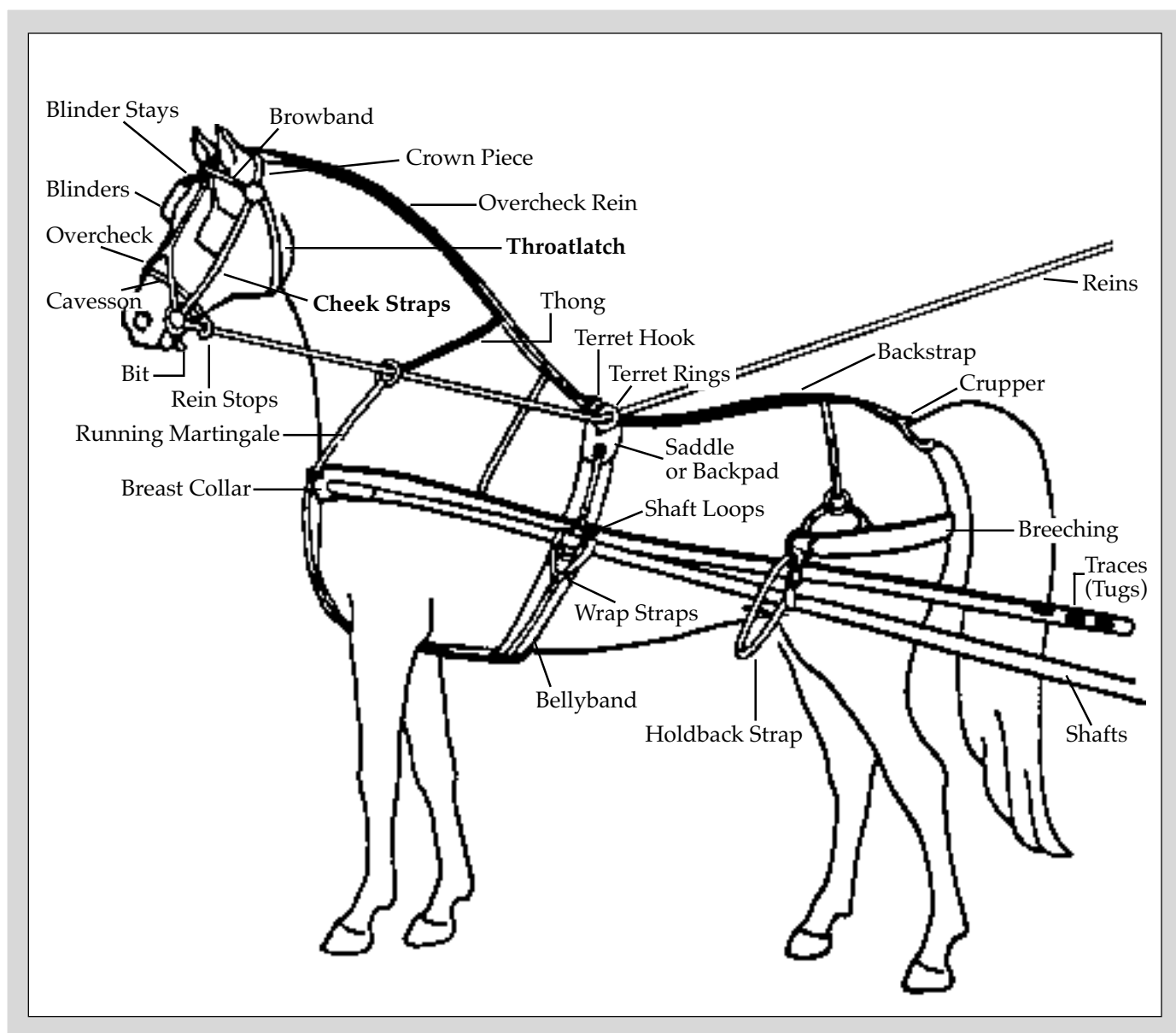


Figure 15. Parts of the Harness.

Bridle (see Figure 16)

- **Blinder.**
Well-cupped to give ample eye clearance.
- **Cheekstraps.**
Adjust to center the blinder on the eyes, yet not becoming slack when a cheek or bearing rein is tightened. Adjust to hold the driving bit in the correct position.
- **Blinder Stays.**
Should turn the blinders out enough to give adequate vision. The buckle in front of the crown piece, between the ears, sets the distance of the blinders from the eyes. Let it down to open the blinders wider or tighten to bring them closer to the head.
- **Browband.**
May be plain, embellished with metal to match the metal harness parts, or with colored leather to match the cavesson or saddle pad. Each end of the browband usually has a rosette of plain or decorated metal discs or of leather or silk to match the vehicle upholstery.
- **Noseband or Cavesson.**
Snug, but not tight (allow one to two fingers of slack). A cavesson allows for greater adjustment and may match the browband.
- **Face Drop (optional).**
A purely decorative piece of leather attached to the center buckle of the crown piece to hang straight down below the browband.
- **Throatlatch.**
Functionally snug, yet comfortable when the horse's head is collected. Should allow room for several fingers of space at the bottom.

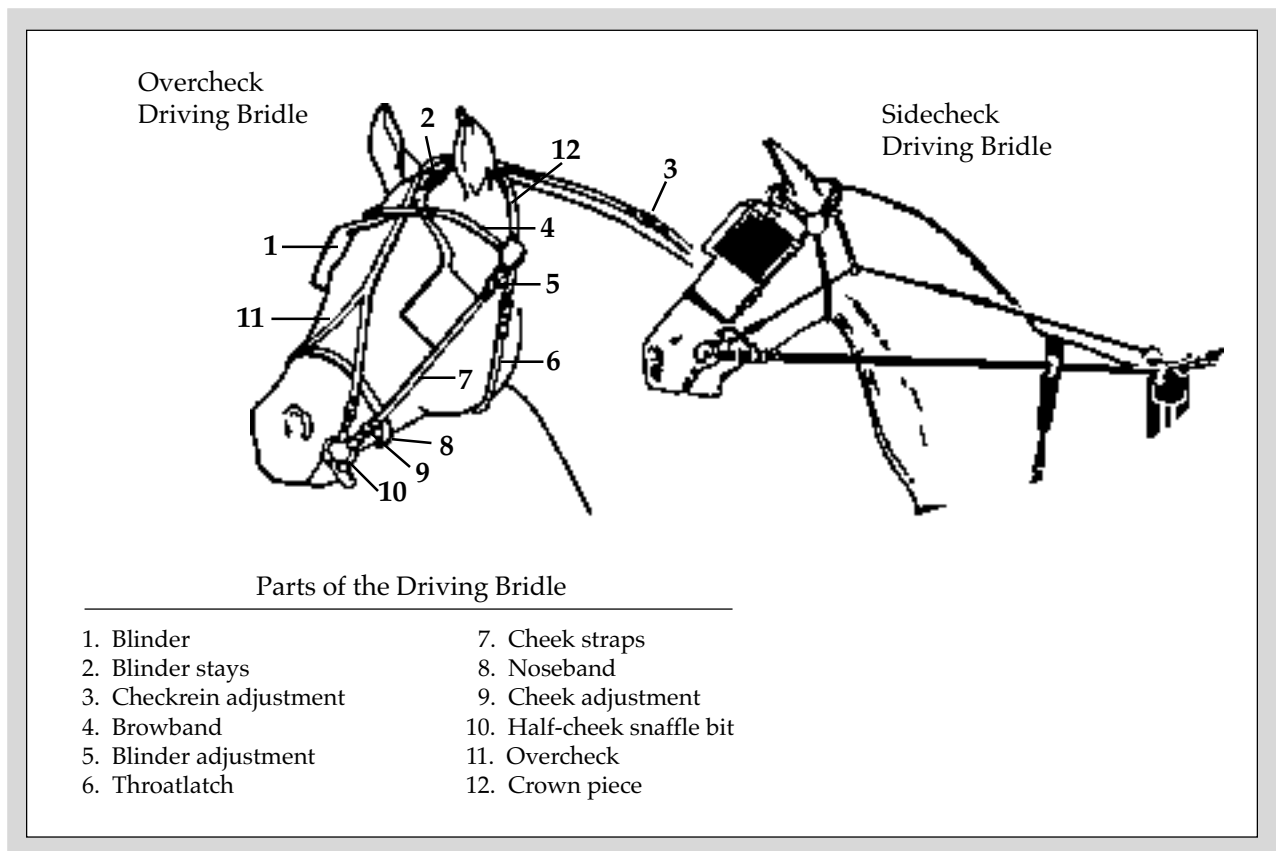


Figure 16. Parts of the Driving Bridle.

Bits

- **Curb Bits.** A curb chain is required with the curb bits. Adjust it to allow at least two fingers between it and the horse's jaw.
 - **Liverpool Bit.** Most common curb bit (see Figure 17). Has either fixed or swivel cheeks and a variety of mouthpieces. The cheeks (shanks) have many openings for rein adjustment.
 - **Buxton Bit.** Buxton curb bit, ribbed side (see Figure 18). The most elaborate; is used as a full-dress bit.
 - **Elbow Bit.** Elbow or military curb bit, smooth side (see Figure 19). Considered a practical bit for road or coach work.
- **Snaffle Bits**
 - **Plain Broken Snaffle.** Standard bit supplied with Amish harness (see Figure 20).

- **Wilson.** Traditional driving snaffle (see Figure 21). Has broken mouthpiece and four rings, usually the same size, which can provide three rein positions. The least severe is the rein around both rings, next around the outer ring on one side, then to the outer rings on both sides.
- **Half-Cheek Straight Bar Snaffle or Half-Cheek Jointed Snaffle.** Most commonly used (see Figure 22 and Figure 23). The halfcheek prevents the bit from pulling sideways through the mouth.
- **Overcheck Bit.** Usually has a slender straight or broken bar (see Figure 24). It should be above the snaffle and high enough so it will not interfere with the snaffle's action, as the overcheck rests and works on the bars of the upper jaw. This bit is optional. The overcheck rein attaches to this bit or may attach to the driving bit itself. The bit should be supported by the bridoon strap.

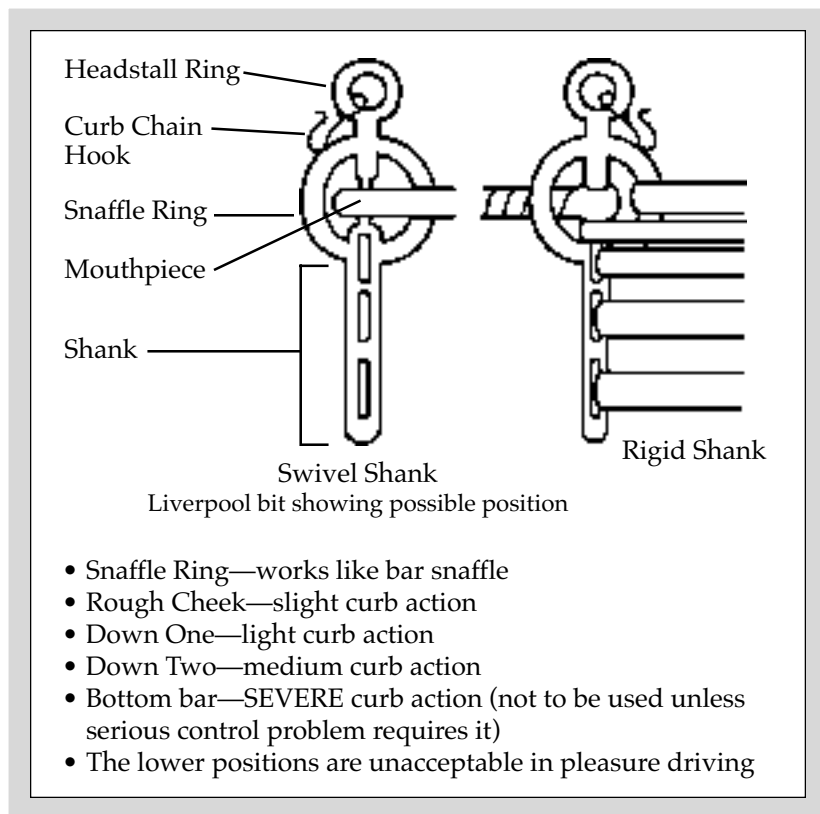


Figure 17. Liverpool Bit.

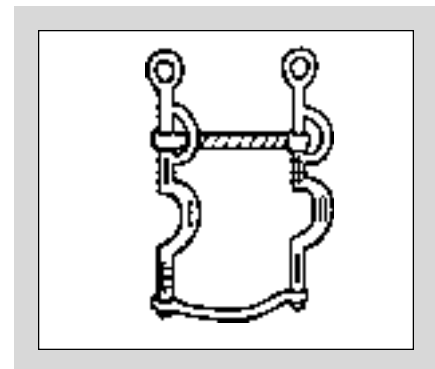


Figure 18. Buxton Bit.

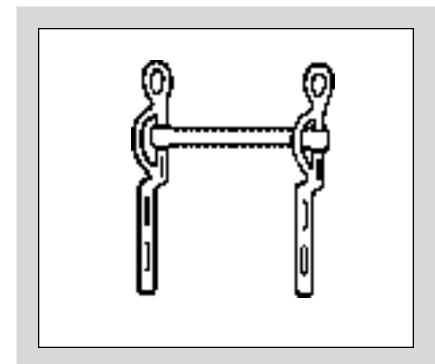


Figure 19. Elbow Bit.

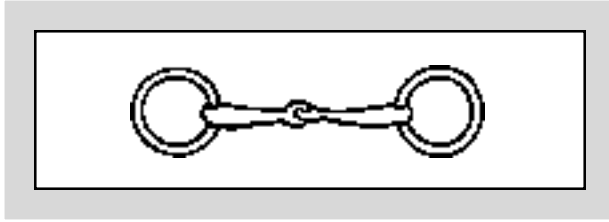


Figure 20. Ring Snaffle Bit with Jointed Mouthpiece.

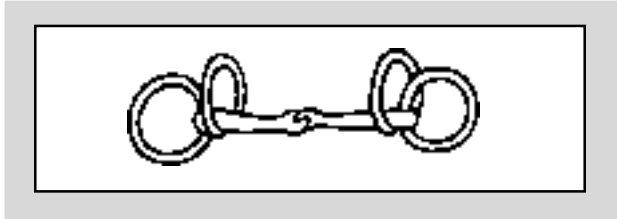


Figure 21. Wilson—Traditional Jointed Mouthpiece.

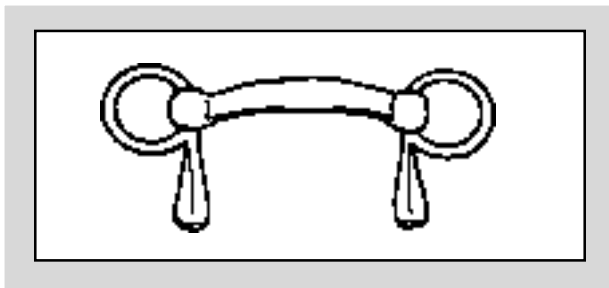


Figure 22. Half-Cheek Snaffle Bit Solid Mullen (Half Moon) Mouthpiece.

Reins

Usually buckled onto the bit. Reins that snap to the bit may break, fall apart, or catch on something else. Reins should pass through the terrets and have a buckle or swivel coupler for connecting the handpiece ends. The reins for both black and brown harness may be all brown or black from bit to rump and brown to connecting buckle. (Amish harness may have all black reins.)

Check Reins

- **Overhead Check Rein (Overcheck).** Standard on Amish-type harness and in some breed divisions. It is a Y strap fastened to the

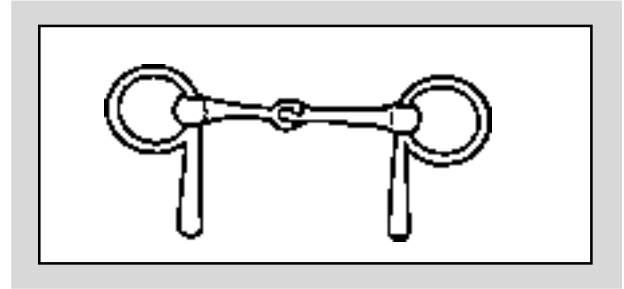


Figure 23. Half-Cheek Snaffle with Jointed Mouthpiece.

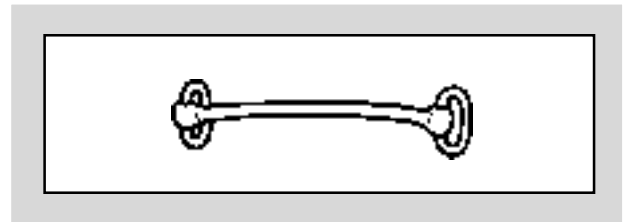


Figure 24. Overcheck Bit (May Be Broken/ Jointed Mouthpiece).

driving snaffle or separate bridoon (check bit); it passes between the ears, through a keeper on the crown piece and attaches to the check hook on the top of the backpad or saddle.

- **Sidecheck Rein.** Attaches to the top of the bit ring or check bit, then runs on either side of the head through rings connected to the crown piece at about eye level and on to the check hook on the backpad or saddle.

Breast Collar

Should lie at the base of the neck around the chest. It is adjusted for elevation by the neck strap.

Traces

May buckle to the breast collar or be a continuation of the breast collar. Traces should lie in line with the shafts. The trace ends fasten to the single tree (which pivots at its center to allow the free movement of the shoulders to be absorbed and to become forward motion) or to the shaft trace hooks.

Shaft Loops

Are buckled to each side of the saddle; they adjust the height of the shafts.

Saddle or Backpad

Is placed four (4) to eight (8) inches behind the withers. It is held in place by the girth and by the backstrap. The girth should be snug, but not as tight as a regular saddle cinch. The backstrap should be adjusted so that the crupper hangs about 1/2 inch below the dock.

Wrap Straps (*Safety Straps*)

Attached to the girth by a keeper; they secure the shaft loops to the shafts. This usually is the position where the shafts curve closest to the body of the horse. The shafts may be covered with leather or have shaft stops attached to the shafts at this place. This arrangement may take the place of breeching on light show buggies or carts over level surfaces.

Breeching (*Optional*)

There are two main types of breeching in use:

- Breeching is hung from a quarter strap that passes through a loop on the back strap. The

holdback strap is buckled around a “D” attached to the shaft. The horizontal breeching strap should rest where the hip curves into the leg. It should lay against the horse, neither floppy nor tight. The horse must be able to move freely at the trot on.

- The “patent” breeching is fitted across the shafts and is not, strictly speaking, a part of the harness.

Kicking Strap (*Optional*)

Used on single harness as a safety measure should a horse be inclined to kick in harness. It is also a safety measure with green horses. It is a long strap buckled to each shaft and passed through a loop on the backstrap over the croup of the horse.

Running Martingale

May be used with an overcheck and snaffle bit. Adjust it so that the reins are in a straight line from the bit, through the rings of the martingale to the terrets. Do not use with side checks unless for safety reasons.

Cavesson or Noseband

REQUIRED. Should be comfortably snug, but not tight.

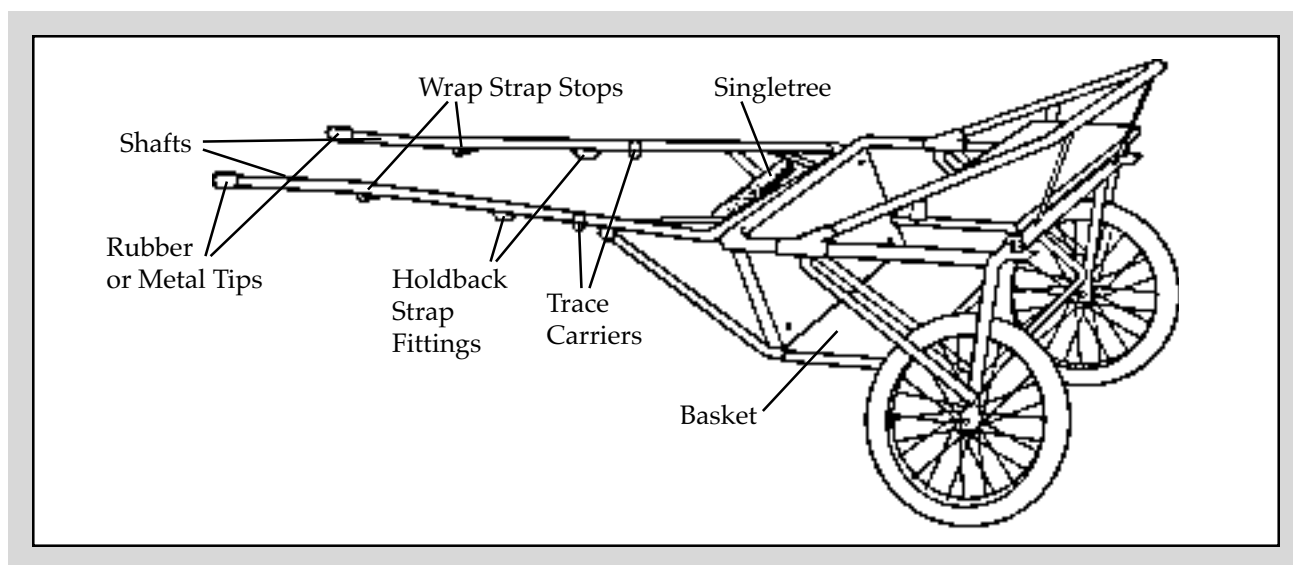


Figure 25. Two-wheeled, basket-type pleasure cart.

HARNESSING AND HITCHING

Establish a routine and do not vary it. This way you won't overlook a buckle. If possible, have an assistant.

- With horse in halter and lead, put on the saddle with backstrap and crupper attached and the wrap straps done up. Fit the crupper below the root of the tail with all hair in place. Adjust the girth.
- If breaching or kicking strap is used, run through the backstrap keeper.
- Put on breast collar with traces done up or crossed over the horse's back.
- Run driving reins through the saddle terrets, bit ends loose, and the buckled hand ends looped and placed through the backstrap, but quickly accessible.
- With lead rope around horse's neck, remove the halter and put on the bridle. Fasten the driving reins to the bit; fasten the throatlatch, noseband, and curb chain, if used. Never put the horse to the vehicle before the bridle is on!
- Bring the vehicle to the horse. Approach with lifted shafts, then gently lower them on each side.
- Guide the shafts through the shaft loops. If alone, do the near side first, then move to the off-side. The ends of the shafts should not be forward of the point of the shoulder.
- Fasten the traces to the singletree on the cart. Traces must be the same length on each side with no slack. The tips of the shafts should come no further forward than the point of the shoulder; if they are back too far, they may catch behind the shoulder. The horse must have room to extend its legs while trotting, but not so much that it is out of the shafts.

- Unbuckle the wrap straps and bring them up on the inside of the trace next to the horse. Wrap over the shaft in front of the shaft loop, then around underneath, "figure-eighted" behind the shaft loop, then buckled on the outside of the trace (see Figure 26).
- If breaching is used, connect to the shafts with straps passing through the shaft "D" on the underside of the shaft. Take the necessary turns around the shaft and pass the tongue of the strap under the wraps before buckling (see Figure 27).
- Fasten the overcheck or side check last.

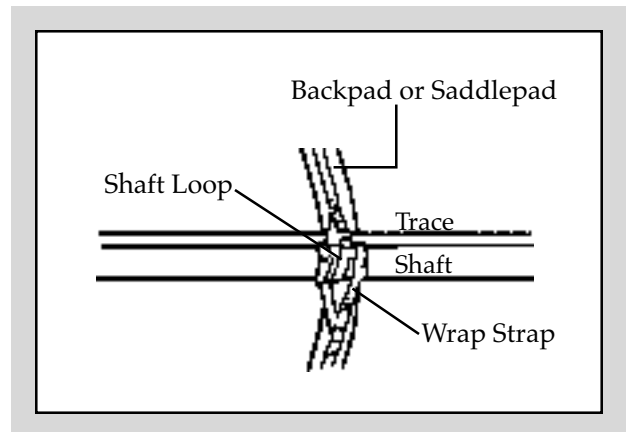


Figure 26. Closeup of Wrap Straps on the Shaft.

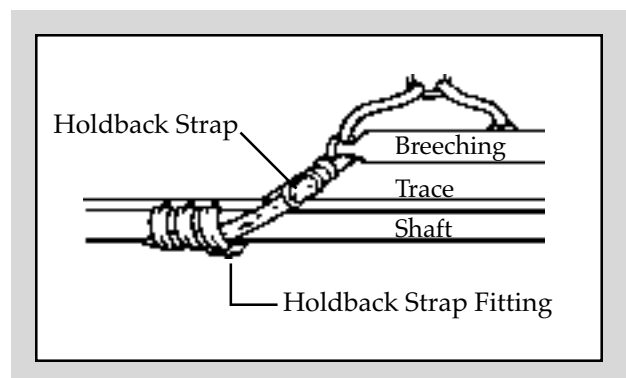


Figure 27. Closeup of Holdback Strap on the Shaft.

DRIVER SPECIFICATIONS

Mounting

The driver may mount from either side. A passenger or groom enters from and sits to the driver's left. Each type of vehicle has a safe method of mounting and dismounting.

Driver's Position

The driver's position on the seat must be secure, but not so stiff that any sudden movement will cause a loss of balance. Sit up straight with the arms slightly extended, elbows slightly bent and close to the body. Look ahead between the ears of the horse. Hold the reins with a light hand, keeping constant contact with the horse's mouth. Adjust the seat and foot board to allow the knees to be comfortably bent. The feet should be just far enough apart to maintain balance—one foot slightly ahead of the other rather than spread apart.

The whip is held at the point of balance, resting on the forefinger and lightly in the palm of the hand by the lower three fingers (see Figure 28).

Hands

Driving with either one or both hands is optional and neither is given preference.

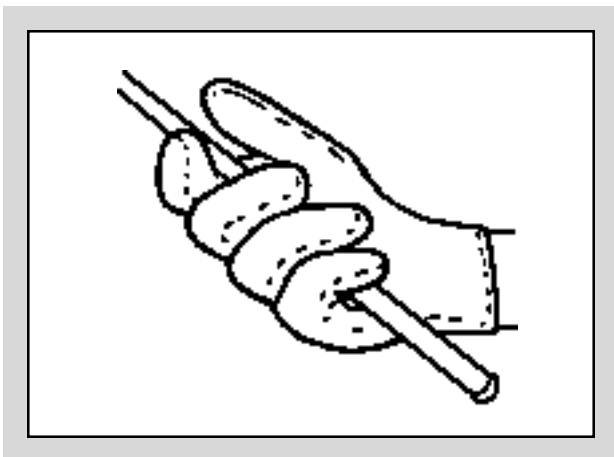


Figure 28. Hand Position for Holding Whip.

Driving with Two Hands

There are three options for holding the reins.

Option 1: Reins held between thumb and index (first) finger (see Figure 29).

Option 2: Reins held between index (first) finger and middle (second) finger (see Figure 30).

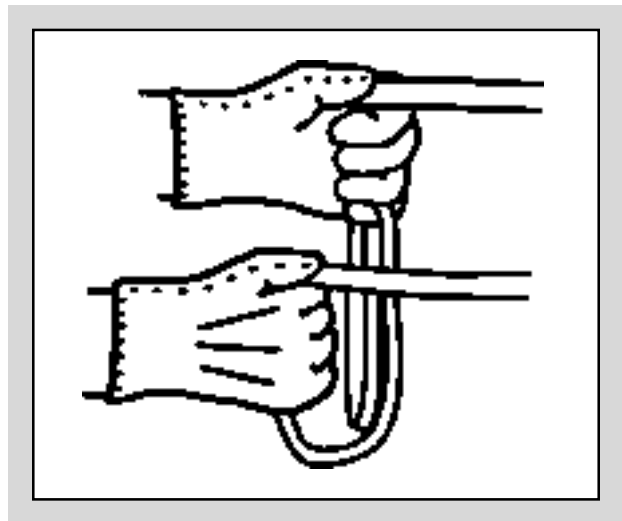


Figure 29. Holding the Reins—Option 1.

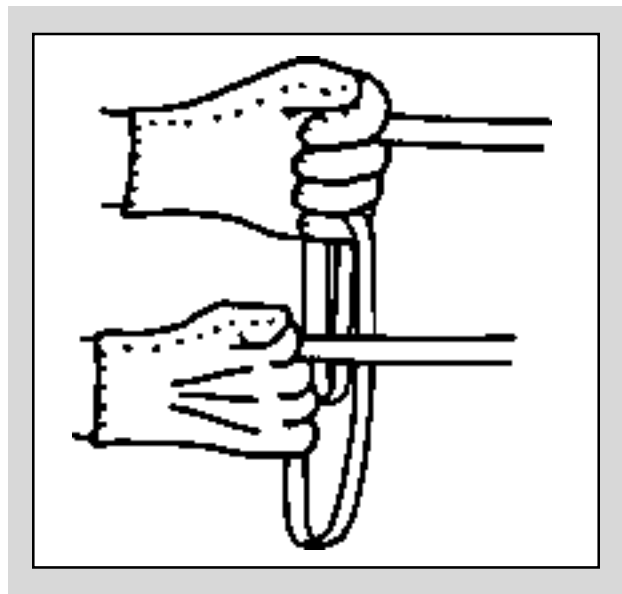


Figure 30. Holding the Reins—Option 2.

Option 3: Reins go under little finger OR between ring (third) and little (fourth) finger, come out between index (first) and middle (second) fingers, then between index finger and thumb and down through fist. This position offers the most control (see Figure 31).

Hands are held close together with the bight (buckle) of the reins held by the little finger (see Figure 32). Holding this loop by the little finger of the left hand allows the left hand to control the reins and the right hand to control the whip. A rein loop added to the buckle (i.e., shoelace section) to put over the little finger is easier on small hands than holding the bight of the reins.

Whip is held in the right hand at a 45° angle to the horse (see Figure 33).

- **To Lengthen the Reins**

Slide hands backwards and readjust bight.

- **To Shorten the Reins**—Method is optional. Below are two examples:

Method 1: Spread hands apart until the bight is taut (if reins are short enough) and, maintaining even contact on the bit with the right hand, slide the left hand forward the required distance. Bring the right rein together with the left rein in the left hand; release the right rein from the right hand. With the right hand, take the right rein in front of the left hand, releasing the right rein from the left hand, and return hands to normal position.

Method 2: Put hands together with both reins in both hands with left hand directly behind right hand. Slide right hand forward to desired length of rein. Release reins from left hand and pick up left rein opposite right hand.

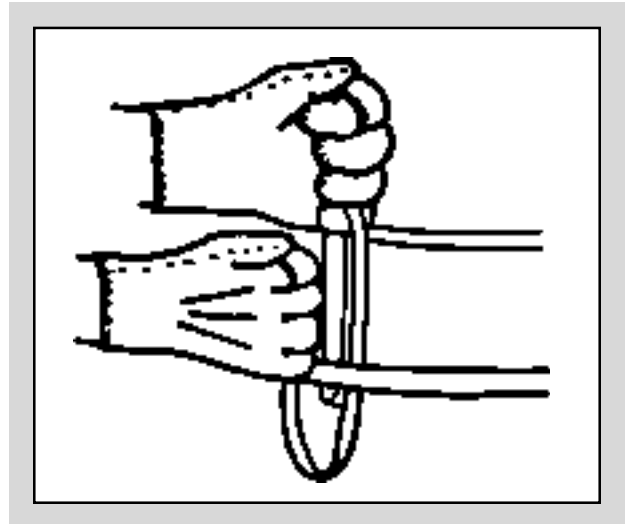


Figure 31. Holding the Reins—Option 3.

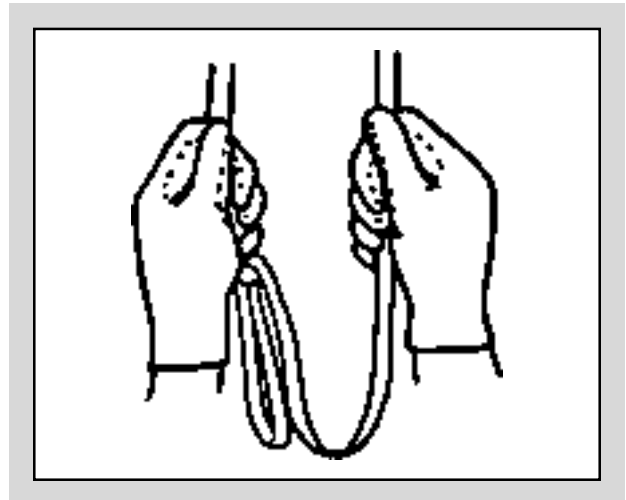


Figure 32. Holding the Reins—Viewing from Above.

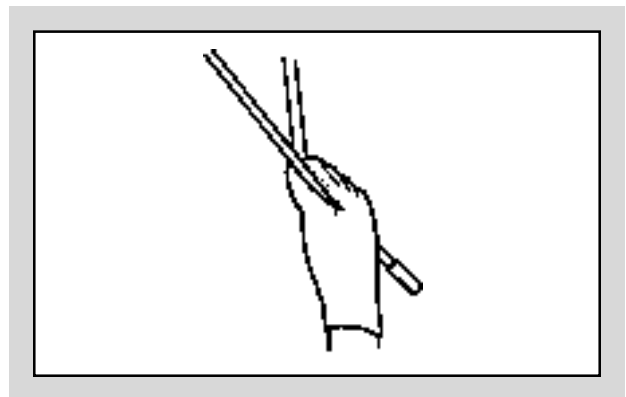


Figure 33. Holding the Whip—Viewed from Above.

Driving With One Hand

In the Achenbech method of driving, all reins are in the left hand and most direction is done with the right hand, which also holds the whip (see Figure 34).

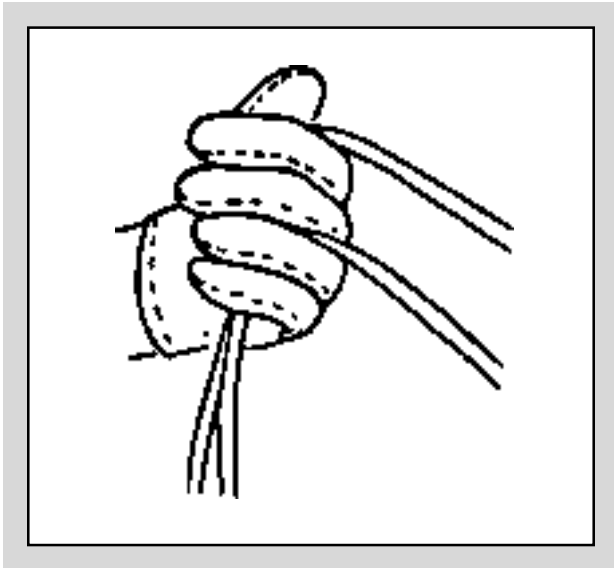


Figure 34. Driving with One Hand.

The left hand should be about seven inches in front of the center of the body, with the thumb pointed across the body, index finger extended, pointed slightly downward and to the rear. The near rein passes between the thumb and index finger. The off-side (right) rein passes between the second and the third fingers. Both reins are held firmly in the palm of the hand by the lower three fingers. The thumb is not pressed down on the rein except when a loop is taken up to turn a corner. The right hand, with the whip in palm, should always be ready to make any needed adjustment. The whip is held with the top well up, pointed across the body toward the horse's left ear.

Turning

Turns may be made by rotating the left hand and a slight movement across the body to the left or right, by taking a loop, or by using the right hand.

- *Turning Left by Taking a Loop*

Right hand holds the left rein with the second, third, and little fingers. The right hand is in front of the left hand approximately six inches (depending on the sharpness of the turn). Bring the right hand back so that the rein forms a loop under the left thumb, which presses firmly down to hold the loop in position. The left hand is not moved forward as the loop is taken. Thumb releases loop when turn is completed (see Figure 35).

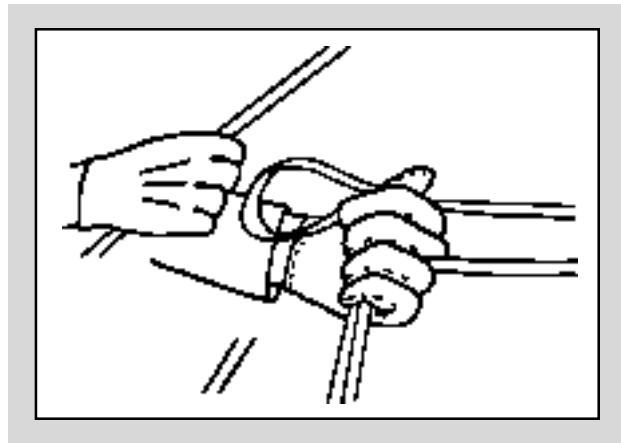


Figure 35. Turning Left by Taking a Loop.

- *Turning Right by Taking a Loop*

Right hand takes hold of the right rein in exactly the same manner as above for turning left. The rein is held firmly under the left thumb until the turn is completed when the rein is released (see Figure 36).

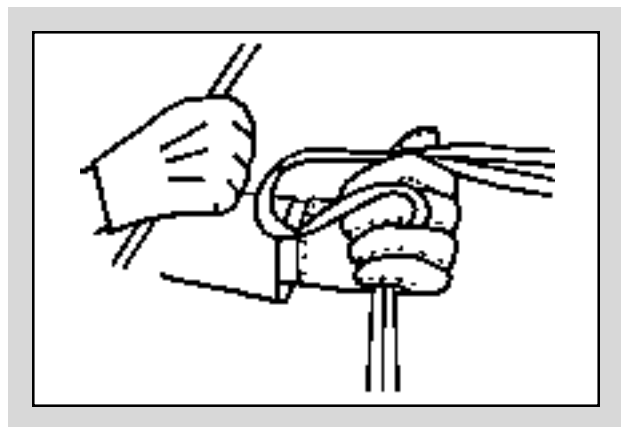


Figure 36. Turning Right by Taking a Loop.

- *Turning Left by Using the Right Hand*

The right hand is placed on the left rein slightly in front of the left hand. The rein is held lightly downward, and backward pressure is put on the left rein. The horse will then turn left. The right hand is removed from the rein as soon as the turn is completed (see Figure 37).

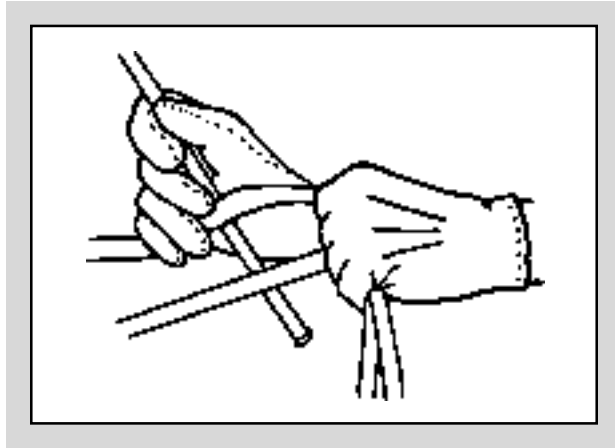


Figure 37. Turning Left by Using the Right Hand.

- *Turning Right by Using the Right Hand*

To turn right, use the same procedure as above, with the right hand putting light pressure on the right rein, releasing it as soon as the turn is completed (see Figure 38).

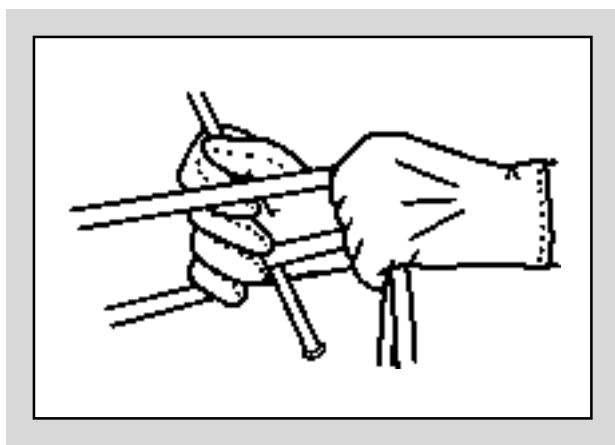


Figure 38. Turning Right by Using the Right Hand.

Shortening the Reins

The right hand takes hold of both reins in front of the left hand: right rein between the ring and the little finger; left rein between the first and second fingers (see Figure 39). The fingers of the left hand are relaxed to allow the reins to be pushed back between them by the right hand. When reins are shortened sufficiently, the fingers of the left hand are closed on the reins again and the right hand is released. Using this method, contact with the horse's mouth is not lost.

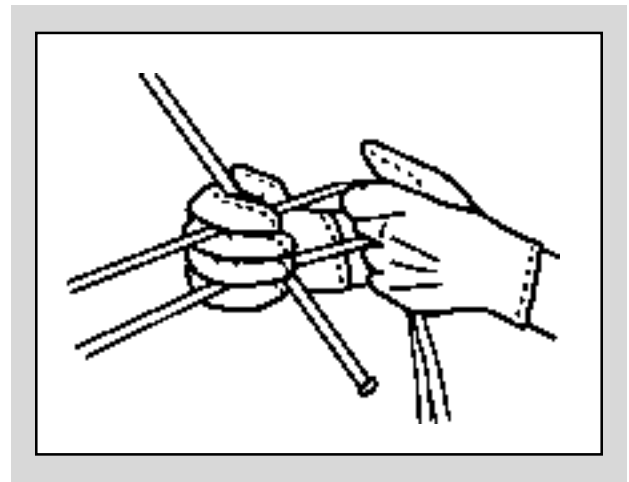


Figure 39. Shortening the Reins.

DRIVING SAFETY

All people involved in pleasure driving, either in the show ring or in the country, should have safety foremost in their minds. Having the horse under control at all times not only is a safeguard for the driver and passengers, but for everyone involved in the sport.

- The harness and vehicle must be in good repair and structurally sound.
- **Always** bridle the horse before hitching him or her to the vehicle and attach the reins immediately.
- Always have the horse held while putting to a vehicle. If you must hitch alone, keep reins in one hand while you control the shafts with the other. Never back an animal between shafts that are on the ground.
- Never hitch or unhitch in unfamiliar surroundings without a capable person at the animal's head.
- **Never** leave the driver's reins unbuckled in case one rein drops while mounting or driving.
- **Never** allow passengers to enter a vehicle until you are seated with reins in hand and never dismount while passengers are in the vehicle.
- Drivers must remain a safe distance from other vehicles, especially in passing and lining up at the completion of work in a class.
- Ensure that your horse is physically fit to perform the tasks required.
- Always have shafts the proper length for the animal. There must be adequate room for the animal's hind legs to move freely at an extended trot and still have the shaft's tips at the point of the animal's shoulder.

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- Roger H. Morrow, "The C.A.A. Official Driving Handbook"
- Thomas Ryder, "Carriage Turnout and Ap-
pointments"
- C.A.A., "Drive Smartly—Drive Safely"

* These books and pamphlets by Allen Publishers may be ordered from: The Carriage Association of America, 177 Pointers-Auburn Rd., Salem, NJ 08079.



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