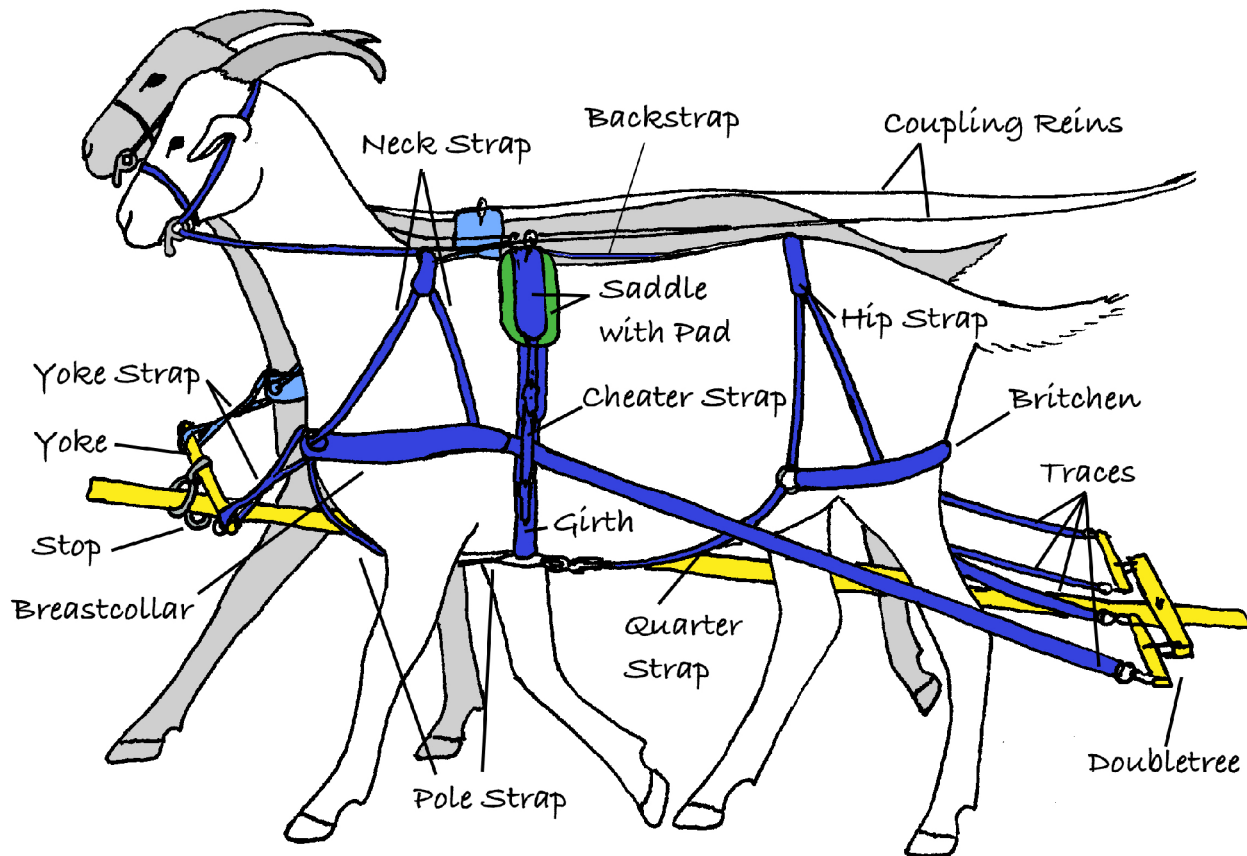


Teams Harness



Breastcollar - The breastcollar is what the goat uses to pull the vehicle. Because the yoke and wagon tongue tend to pull the breastcollar downward, a team breastcollar should have one or two rings sewn into the front to accommodate a special neck strap to hold it up.

Bridle and Bit - A bridle with bit is recommended for team driving rather than a halter. Halters tend to slide side-to-side and interfere with coupling line adjustments. A good choice is a 3 1/2" half-spoon or half-cheek with mullen or french link mouth piece.

Britchen - The britchen (or "breeching"), combined with the quarter straps, pole strap, and yoke, is the vehicle's brakes.

Cheater Strap - These straps allow you to remove the shaft loops from a single harness. They buckle into the shaft loop billets on the saddle and the belly band on the girth. Not all harnesses use this design.

Coupling Reins - These reins are split to allow the driver to control two goats with only two reins. The "draft lines" run to the outside bit ring on each goat. The "stub lines" buckle into the draft lines and run from the inside rein terret on each goat's saddle to the inside bit ring on the opposite goat. The stub lines form an "X" between the goats. Take special care when adjusting stub lines so that both goats feel equal pressure on both sides of their bits.

Doubletree - Also called an "evener," this piece swings to allow free shoulder movement and it helps the vehicle travel smoothly.

Neck Strap - This piece holds up the breastcollar, and in a team hitch there is an extra piece that runs diagonally along the shoulder to the front of the breastcollar to keep the front from dipping down under the weight of the yoke and pole. Because of the added weight to the neck strap, the top of the neck strap may need more width and/or padding than a single harness. Weight can also be transferred to the saddle by attaching a short strap from the top of the neck strap to the saddle.

Pole Strap - This strap runs from the breastcollar and down between the front legs. It has a ring in the end to hook the quarter straps to. It sometimes has a loop for the girth to slide through to keep it from swinging.

Quarter Straps - These straps run from the britchen rings on either side and snap into a single ring on the pole strap. Always make sure the snap openings face downward so they don't chafe or pinch the sensitive belly hair. Holdback straps on a single harness can usually be repurposed into quarter straps with the addition of a sturdy snap.

Stop - This is a piece set back several inches from the end of the wagon tongue to keep the yoke from sliding down the pole. It can be a bolt or ring fastened to the bottom of the tongue and it must be big enough to prevent the yoke ring from sliding past it under any circumstance. The yoke can be chained to the stop to prevent the yoke from sliding off the tongue. This is an important safety device if you have equipment failure, and it also keeps the tongue from falling out of the yoke in the event that your goats should try to move off before the traces are completely hitched.

Team Pole or Tongue - This pole runs between the goats and is used for stopping and turning the vehicle. The goats do not pull the wagon by the tongue. The doubletree usually fastens to the top of the tongue with a hitch pin.

Traces - These run from the breastcollar to the doubletree and they pull the vehicle.

Yoke - This piece holds up the tongue with a ring in the center. It has slots or rings in each end for the yoke straps to pass through. Sometimes a chain is used in place of a yoke.

Yoke Strap - This piece hooks the breastcollars to the ends of the yoke. When a team is properly suspended in the hitch, the yoke straps will be in line with the goats' shoulder angles.