



Best Practices for Hauling Greyhounds

The information contained in this document has been generously offered by those experienced in hauling Greyhounds. The Greyhound Project is grateful for the help compiling this information and hopes it proves helpful to everyone involved in hauling Greyhounds.

The Greyhound Project is particularly grateful for the work that Linda Jensen contributed to this project several years ago.

Introduction

As the network of Greyhound adoption organizations has grown and matured, tracks, kennel operators, owners and breeders have committed to holding surplus dogs until they can be moved into an adoption setting. This commitment has come about largely as a result of the emerging ability to move the surplus dogs from locations where they are concentrated to the adoption groups located in states across the country. Several organizations and individuals both within the Greyhound racing industry and the Greyhound adoption community are now specializing in hauling the dogs from the farms and tracks to the adoption groups.

As the ability to move the retired dogs grows in response to their increasing availability, the safety and well-being of the dogs requires guidelines governing the hauling of surplus dogs. These guidelines have been developed based on the experience and recommendations of professional Greyhound haulers, pet Greyhound haul organizers and Greyhound adoption groups.

General Guidelines

Unless an emergency situation exists, i.e. track closing, major disaster like a hurricane, etc. where more than 100 dogs are involved, dogs should not be transported to groups in states that have Greyhounds available for adoption at tracks within those states. An emergency can be identified by the NGA, the AGC, or the AGTO.

Ideally, dogs should not be hauled across the country if they can be placed with adoption groups within the geographical area of the track they are coming from. However, certain areas of the country have far more tracks than other parts of the country and these areas need additional focus and assistance in transporting their greyhounds. In response, some groups across the country have committed to helping these areas that have a large number of tracks by taking dogs into their programs when possible.

Whenever long distance hauls are done, every effort should be made to minimize the travel time for injured dogs, dogs recovering from surgery, older brood and stud dogs, and dogs that do not travel well.

No dogs should be moved if there is any possibility it has been exposed to active kennel cough or any other contagious disease. No dogs should be moved during periods of track quarantine for kennel cough or any other reason.

Planning and Preparation

- If possible, have a co-pilot along on the haul to help manage the dogs
- Supplies for the Haul
 - One leash per dog
 - One plastic buckle collar per dog (usually supplied by the track/farm)
 - One muzzle per dog
 - One martingale collar per dog, if possible
 - Thermometer
 - Rimadyl (75 mg)
- Learn how to make an emergency harness from a leash, in case it's needed. (Two ways of doing this – 1 - run the leash down the dog's back and then wrap it under the tuck-up and back under itself on the top of the back; 2 - take your leash down one side of the dog and under its chest. Bring the leash handle back under the line created with the leash on the dog's back.) You may want to practice this before the haul.
- Another tip I just thought of, along these same lines, is to drop down/get low and pull DOWN on the leash, if a dog is flailing/leaping/etc. It's very difficult for a dog to back out of a collar when there is downward pressure on it.
- DO NOT feed dogs the day of departure. Feeding on the day of departure could cause vomiting. The last feeding (a snack) for dogs going on a haul should be about 12 hours before the haul departs to allow enough time for digestion. If the dogs are departing late in the evening for an overnight haul, an early morning snack should be given.
- The haul should begin either in the late evening or early morning (better temperatures, less traffic).
- The organization shipping the dogs should provide the hauler with an itinerary, listing all dogs (name, gender, color, ear tattoos), directions to delivery sites, home and cell phone numbers for each receiving group's contact person. As dogs are loaded, mark the itinerary with the compartment number(s) where those dogs are located on the rig.
- Print the itinerary, directions and contact information in LARGE type, so it is easily read in the dark. Give a copy of the itinerary to two people in the sending group. Some haulers call the sending group on a regular basis during the haul to give updates.
- Receiving groups should understand hauling is far from an exact science. They need to have backup arrangements in place, in case of unexpected delays. Some flexibility is required.
- The hauler should have available enough leashes for ALL dogs on the rig. In case of an emergency evacuation of the rig, each dog must have a leash.
- The sending organization should have a person dedicated to communication with the hauler from beginning to end of the haul. If a problem occurs, the sending group's communication person should take responsibility for contacting the receiving groups with updated ETAs, etc. This is NOT the responsibility of the hauler, especially if he is dealing with a problem on the route.

- The sending group MUST tell the hauler about any health issues, injuries, etc. of the dogs on board. It is NOT acceptable to send a broken-leg dog and fail to tell the hauler about it.

Setting the Route

- If at all possible, hauls should be scheduled for no more than 25 hours duration. The duration of a haul should start when the first dog is loaded and end when the last dog is off-loaded at the last destination.
- Hauls that need to be longer than 25 hours should plan for stops where all the dogs are off loaded, checked for condition and rested.
- Weather conditions predicted for the haul route need to be assessed before departure. Dogs should not be hauled during periods of extreme heat or cold. Hauls should be delayed when snow/ice storms/hurricanes, etc. threaten the route.
- Under normal circumstances, dogs that will be transported for 4 hours or less should not require a potty break.

Assembling and Staging the Dogs

- Altered hounds should be allowed some recovery time in the kennel prior to shipment.
- Ideally, all the dogs to be moved should be staged before loading time in one location.
- If dogs are going to share a hole at any time during the haul, they should be checked for compatibility prior to loading. If possible, before the haul they may be placed in kennel crates or runs and their behavior observed. Don't place two large males together in a hole; don't place a shy dog with a hyper dog, etc.
- Some dogs need to ride by themselves, i.e. can't share a hole.
- Consider the placement and care of dogs that need special handling. If possible, older dogs or injured dogs could ride inside the haul vehicle if they can be made more comfortable there. This allows for closer monitoring of those dogs.
 - Old dogs
 - Injured dogs
 - Dogs with some kind of disability
- Each hole should be marked with the dog's name and where it is going. An option is to put a piece of colored tape on each dog's collar that indicates which group they are going to and the hole number they are in. (Color code by group). Also put a piece of that same colored tape on the outside of the hole. This is really helpful if the dogs have to be unloaded for any reason during the trip. Some haulers create a layout of the trailer with each hole marked with the dogs inside them and what group they are going to.
- All dogs on hauls need to be clearly identified. The dogs will typically be wearing a plastic buckle collar or a martingale collar. Identification can be added to the collar even if it's simply adding masking tape with a phone number. Whether you transport dogs in the plastic buckle collar or the martingale collar, make sure the collar is very snug on the dog so they can't slip out of the collar. An option for those using the plastic buckle collar is to color code the collars for each group. This can be done with a strip of

colored electrical tape or gaffers tape. Mark each collar with the name of the dog, the receiving group and phone number. Send the color code information ahead to the group and mark it on the paperwork/itinerary for the hauler. Should a dog have a location swap during the trip everyone concerned will be able to tell at a quick glance, by tape color, where that dog belongs.

- The dogs on the hauls must have correct paperwork
 - Medical records need to be included
 - Health certificates are needed for dogs going to states that require them
 - Yellow slip on each dog if possible.
 - Dogs on the hauls should be profiled as clearly as possible
 - Some groups only have foster homes – no kennel – so they need to know if a dog is cat-safe, good with other dogs, good with kids, etc. as much as possible
- All dogs should be hydrated prior to departure. **Care of the Racing Greyhound** recommends a "Milk shake" consisting of one can of evaporated milk in a 2 gal bucket of water mixed with an equal amount of baking soda.
- Add ice to buckets of water – keeps water cool, helps keep temperature in the hole cool. In summer months, bags of ice can be added to each hole in the hauler, generally under the straw or bedding.

Loading

- All the hounds should have a cushion of straw or shredded newspaper that makes the ride easier on them and also keeps them cleaner. In summer, carpet can be used instead and will be cooler for the dogs. Many haulers prefer straw year round as if it gets wet it tends to hold the dampness away from the dogs. The choice is up to the preference of the hauler.
- Adjust the number of hounds per compartment based on the capacity of the rig. Some rigs can carry no more than two hounds per compartment other rigs have big compartments and can take three or four. In any case never two boys and a girl.
- Place nervous dogs at the front of the rig, closest to the driver, for easier monitoring.
- Two different thoughts –
 - If two dogs to a hole, load the hounds so that the first hounds off leaves the remaining hound to ride as a single.
 - Put dogs going to the same place together. After you get those dogs off, move dogs out of the other holes into the empties, if the remaining dogs still have a long way to go. Otherwise, leave them alone. Trying to separate the dogs in the holes and or shuffle dogs is dangerous and a good way to allow escapes and lost dogs.

ALL DOGS SHARING COMPARTMENTS MUST HAVE ADEQUATE MUZZLES. THREAD THE PLASTIC BUCKLE COLLAR THROUGH THE MUZZLE TO PREVENT THE MUZZLE FROM BEING REMOVED.

On the Road

The Vehicle

- The vehicles used to move dogs should be road worthy and appropriate to the number of dogs to be moved, the anticipated weather conditions and duration of the haul.
- If possible, it's always easier with a back-up driver or a co-pilot to help manage the dogs.

GUR's and Personal Vehicles

- Put a tarp down along with bedding that is easily washable in the back of your car. You may also want to bring cleaning supplies. Accidents do sometimes happen.
- Have a squirt bottle with you to help stop bad behavior.
- Have a lunge line with you (available from tack stores) or a doubled-up leash within easy reach. It's not used to hit the dog, but the sound of it slapping on something inanimate will often stop bad behavior or even a fight.
- Unless you are only transporting one dog, keep muzzles on the entire ride.
- If a dog is vomiting in a muzzle, do take the muzzle off so they don't aspirate the vomit.
- Always lock all the doors around the dogs while transporting. (With the newer cars that lock themselves when you move, this isn't a problem.) There is nothing scarier than a dog that's caught his muzzle or collar on a door handle and pulled the door open.
- For those vehicles with electric windows, the child lock should be engaged so that a body part doesn't inadvertently roll down a window while you are driving down the highway.
- Under normal circumstances, dogs that will be transported for 4 hours or less should not require a potty break. Unless the dog is getting sick in your car, please do not pull over to let them out of your car during your trip.

Dog Hauling Trailers

- Trailers must be equipped with A/C units. 1 unit per 10-12 hounds is usually adequate, if the trailer has good ventilation between holes. Some trailers have solid walls between compartments. Those trailers are death-traps if even one A/C unit fails.
- Temperature in the trailer must be able to be easily monitored. Generators should have emergency indicators on shut down.
- Trailers should have large louvers and roof vents for auxiliary air circulation.
- Any trailer equipped with A/C which suffers a malfunction of its A/C in hot weather should immediately open the louvers and vents (except, of course, those located on the front (towing vehicle side) of the trailer. Proceed to the nearest fire station and ask to pull the vehicle inside to avoid overheating the dogs inside while plans are made to have the A/C fixed or to come up with an emergency plan of action.
- Louvers and vents can be open and used in lieu of AC when temperatures are lower than 75 Degrees. Hounds do much better in open air whenever possible and they love to "look out" at what is going on

outside. But any vents/louvers located on the front side (facing the hauling vehicle) should be kept closed and sealed to prevent heat from the vehicle entering into the trailer.

- All holes should have water and electrolytes. Some haulers add ice cubes in the summer. Some haulers add small amounts of electrolytes to the water, others do not. Some believe too much Stress-Dex can send a hound into potassium overload and seizures.

The Distance

- All hounds should be checked at every fuel stop to see that they are standing up and in good health.
- If a dog is stressing or acting funny, take its temperature. If elevated, give one Rimadyl.
- Rhabdomyolysis is an affliction that is not uncommon to hauled racing greyhounds (though, thankfully, it is not extremely common) that often rears its head when there is a dog on the haul that is not comfortable enough in the hauler to lie down once the vehicle begins the journey. It is not uncommon for a dog like this to stand for the entire trip, which causes extreme muscle fatigue, which leads to excessive lactic acid building up in their bodies. When a dog suffering this condition is identified during the haul, quick action is necessary. If caught early enough, move the dog into the cab of the hauling vehicle to allow closer monitoring. If the effects of the Rhabdomyolysis are already apparent, find the closest veterinary clinic and get the dog there as soon as possible. It's critical that the haul is not continued until this dog is cared for as it can be a life threatening condition. Further information on this can be found at www.gopetsamerica.com/dog-health/rhabdomyolysis.aspx, and www.vetstream.com/canis/Content/Disease/dis60304.
- If temperatures are above 90 degrees Fahrenheit or below 10 degrees Fahrenheit for more than 8 hours of the haul, dogs should not be moved a greater distance than can be reached in 18 hours including any time used to stop and drop dogs off.

Emergency plan

- An emergency plan should be in place before the haul starts for accommodating the dogs along the route if necessary until the haul can resume.
- Emergency first aid equipment and supplies should be available on board for the duration of the haul.

Drop Off

Transporting in Personal Vehicles

- We encourage the foster homes or adoption group reps to meet the driver in a spot that is convenient for everyone but, especially the person who has been in the car for several hours already.
- When unloading dogs, roll a back, side window down partway (not enough that they can get out) and have one person hold all of the leashes through the window so that they can easily be sorted out by another person through the back.

Group preparations

- Don't unload/walk dogs on warm/hot tarmac during the summer. They regulate body temperature in part through the pads on their feet. Plus, the hot tarmac can burn the pads on their feet.
- Muzzles – have these available for the dogs. Muzzles the dogs are wearing may need to be returned to the sending group.
- Crates – have space ready and available for the dogs
- First Aid – have available in case needed when dogs arrive