

***Arabian Horse World* Podcast**

The Long Drive Home: A Conversation with LaRae Powell and Skylar Powell

On October 27, 2019, trainers LaRae Powell and her son, Skylar, each hauling six horses, left Tulsa after the U.S. Nationals bound for home in Washington state. The first day was a relatively short haul to Grand Island, Nebraska.

But the next day turned into one of the longest days of their lives when Skylar's rig flipped on black ice near Wheatland, Wyoming, causing a trailer accident. Among the precious cargo was multi-National Champion Western Pleasure stallion RD Habanero.

Once they were all safe at home, we talked with Skylar and LaRae about the trailer accident, and learned how these capable and pragmatic horse people went about handling the crisis, keeping calm in an unimaginable situation. Yes, there was luck, too, or as LaRae believes, a bit of divine intervention as well.

Listen to the podcast here: <https://arabianhorseworld.com/the-long-drive-home-a-conversation-with-larae-powell-and-skylar-powell/>

Welcome to the *Arabian Horse World* podcast series where we're going to cover different aspects of the Arabian horse community. I'm talking with LaRae Powell and her son Skylar who had an incident coming home from the U.S. Nationals in Tulsa. They had something happen that every person that hauls a horse in a trailer fears. And that is a trailer accident. Skylar, I was wondering if you could walk us through what happened as you were heading through Wyoming on your way back home from Tulsa.

It was typical morning, the left lane was dicey, but the right lane seemed fine. For the first five hours of the trip that day the roads were clear and dry. But as we got on to that certain highway you could tell it was getting a little sketchy on the left side, but the right side seemed fine, and we were going at least half the speed limit. We were not going fast it all, but pretty much it just looked wet, but it wasn't when we got to the spot where it happened.

So when you were driving there was ice on the road. There was some black ice on the road. You knew that and you were driving conservatively we should also note. So you were heading back with several others, you were sort of in a caravan of trailers heading back, and you felt that the part of the highway that you were on at that time was really not, you know, part of the black ice that you knew was out there.

Well, yeah, it looked wet; our windshield was getting wet. It looked like they had plowed the right side enough. The two other rigs in front of me — my mom and one of our clients — they seemed fine. We just must have hit a bad patch.

So what happened first? What was the first thing that happened was the trailer start to swing back and forth or did the trailer start to tip? What actually told you you were in big trouble?

Oh, well the trailer kind of moved to the left so I just kept it straight. We ended up getting into the left lane. It's moved left. And then it was icy on the left side, so I'm just trying to keep it straight so we can get back over to the right lane. And as I tried to creep back to the right, it just kept going left. So once I knew we were going left I just headed straight for the median – it was a pretty large median, which on a typical day is probably grass, but it was all snow. I figured if we kept it straight into that median maybe it would get stopped in the snow, there would be more traction and maybe have to be towed out. But the truck spun out, and the trailer slid behind us, and once everything stopped the momentum tipped the trailer over on its side.

So when that happened, so there you are in the median of the highway, the trailer's just flipped over, and how many horses did you have in that load, Skylar? Who were some of the horses that you were hauling in your rig?

We have a six-horse. So... we have to actually have two six-horses, and I was hauling the side-load one. So when it tipped over it covered the door, but luckily some people immediately stopped and started peeling the roof back, and we just started leading them out through the roof.

Holy cow, now when you say they peeled ... was the roof already peeled back ... the force of the impact when the trailer flipped, it actually peeled the top of the roof back?

Yeah, the very back of the roof of the trailer had popped off. So the horse in the back slot was laying down just in the open and I untied him, got him up, and then the other two right in front of him were just standing there. We back them out then had to cut the middle one loose. He was laying down, the one the second slot was standing up. The one in the very front was also lying down. We just had to cut those two loose to get him up.

So then we should also tell people because you had a stallion, so tell us the genders of the horses. You had Habanero, your stallion, on the rig as well as some mares, and were there any geldings as well?

There were two geldings. There were actually three. Habanero was in the front and then it was two geldings right next to him. Two mares and a reining gelding in the back.

Now when you had to get these horses out of the trailer, under really extenuating circumstances, how are you able to cut them out of the trailer? Were they tied, you know, with bungee cord type ties? Or were they tied with lead ropes? Were you able to untie them? How were you able to get them loose so that you could get them out of the trailer?

[00:04:00] We have some thick rubber ties. The trailer ties that you can get from Marshall Kyle at Kyle tack. They work pretty good. I mean they gave enough to where when they're lying down, I mean, they had some give but they also easier to cut too. So I mean, I just have a knife in the truck. I just cut them loose and had a rope. I put the rope on first so they

couldn't, you know, run off onto the highway — got them cut loose and then just, luckily, they're all very well behaved ... got them out of the trailer.

Right and people had stopped all ready to give you a hand, not necessarily horse people...

Probably four or five people that stopped right away.

Which is very helpful, obviously. Now, when you were cutting them out, so my understanding was that, you know, did you have a knife on you at the time, or did you have a knife that was somewhere in the truck that you couldn't actually quite get to due to the way the everything was twisted up in the wreck?

So the truck never tipped. So the knife was in the back passenger seat side, but usually where I have one just for like shaving bags and like when we cut hay bales and whatnot at layovers. I mean I knew where it was. I just had I yelled at Cheryl to go get it when I saw horses lying down, but it wasn't difficult to get to.

So obviously the biggest question that everyone would have is were there any injuries to either people or horses? Did everybody come out of it all right?

[00:05:18] The people were totally fine. The truck really did not hit very hard at all. We weren't going fast. So it wasn't like if we've been going even 50 ... it probably would have been much worse. At the very most a little under 40 miles an hour, you know, very slow, but the truck spun and just stuck in. The left side wheels were up in the air but not very high at all. I was able to get in and out of the truck fine. The trailer - the ball broke off from the bed and the trailer just took it and laid on the side of the truck.

And so the trailer was lying on it's right side on the median, is that correct?

Yeah. Yeah, we did a 180.

Right. So where was your position in the convoy? Was there a rig ahead of you, and a rig behind you? Were you the last rig in the line? How was that setup?

I usually like to be in the back in case of a flat tire so I can help change it.

So were you communicating at that time? I'm sure your first inclination was to get the horses out as quickly as possible. Then did you give your mom a call or were you, you know... how did you let people know that you were in dire straits?

I had Cheryl call my mom. I jumped out of the truck and just got back there to see what was going on. And then when I saw they were okay, I just started pulling them out.

So LaRae, I know you're on the phone as well. I mean, what was your first reaction when you got the call from Scott or that there had been a wreck and what did you do at that point?

Well, I just get this call from Cheryl and it was kind of hard to hear because you're out in the middle of nowhere and the cell reception's not super great, but she was just kind of like yelling like you need to get back here our rig rolled over! And I'm just in complete disbelief, like, they were barely moving. My rig didn't slip it all. Now the rig that was between us,

which was a client with a four-horse, after the fact, she said hers was slipping a little bit. So I think mine was just luck that it was in the right groove of the freeway from the semis rolling by there. Parts of it were not ice and parts of it were ice, you just couldn't tell the difference. And when I realized, you know, she's like you got to get back here, we got to get horses out. And I mean, we're in the middle of nothing, and we're about 20 miles south of Chugwater — if anyone knows where Chugwater, Wyoming, is on I-25 North — and I'm guessing about an hour north of Cheyenne. So I'm like I'll try — I don't know when there's an exit. But then this exit just came up as I came over the hill and it was a ranch exit which don't always have a return onto the southbound lane, and it had not had a snow plow on it, so I thought, well I'm taking a big risk taking the six-horse I was driving up over this [00:08:00] thing and not getting stuck or sliding, but I just crawled up around it, and my client with the four-horse did the same — which she has no idea right now with why I'm even doing this — and I estimated I was maybe a mile ahead of Skylar. So I came up over that and then came back and the topography of the land was kind of rollie, so I could not see where they were as I came back onto the southbound lane. But as I came over this little hill I saw him all there and drove up, and there was a wide enough shoulder that I could stay off to the right side.

[00:08:35] My mom, who is 81 years old, was with me and of course she stayed in the truck because there's absolutely nothing that she's going to do except for maybe fall on the ice. Anyways, they already had five horses out which I thought was remarkably fast because I was not that far ahead and was lucky to have an exit come right up. But I got out and ran over there, and they were working on getting the last horse out and one guy was holding three horses like a dog. He was holding on to the very ends of the ropes. Any one of them could have got loose at any second, but they were just standing there with this guy trying to eat the grass in the snow, and Cheryl's holding one and then some other guy is holding one. And in that amount of time that I took as soon as I hung up with Cheryl I explained to my mom how to dial nine-one-one because she's not super great on her cell phone, but she got them on there and I told her to say that we had a six-horse rollover, that we need firefighters, veterinarians, anything at their disposal because I did not know at that time how critical it was; I didn't know if horses were alive, or what their injuries were. So anyways, I don't know if any of those first responders that we called in actually showed up because a tow truck guy, with someone else in tow, stopped to help Skylar and just other random people stopped. Other than the tow truck guy — that's who ended up towing our rig — that's the only person that I actually have a name of who stopped to help us.

Sure. By the time you got back to where the rollover was, how did you transport the horses from the ruined trailer out of the area, and at the point when that happened still no emergency vehicles had arrived?

[00:10:27] Well, the tow truck guy that had stopped had a friend with a trailer, and he called him. And I had called Jim Hitt because we ended up laying over his place a couple years ago when I blew a bearing on a rig, and you know, he's kind of southeast of Denver so it's not like he was close, but it was the first person I could think of even in the area and just told him. And I know he was on the phone trying to figure something out, and then he called me back but in that amount of time the tow truck driver had a friend with a trailer. When he showed up, it was just a stock trailer.

Right. And you have to put in a stallion and two geldings and ...

So I just told Jim, I'm okay, they got a trailer. He was coming from Wheatland, which is just north of Chugwater, and they already said that there was a vet place there so that was the plan. We were going to just get these horses off the freeway and get them to the vet place. So he shows up and it's this basically cattle trailer, I wouldn't even have called it a stock trailer for horses because it didn't have a real high ceiling and no dividers, and I thought okay, well, we've saved these horses out of this rig now, they're going to get hurt. But we didn't really have a choice. I mean, we just had to get them out of there. I mean, it's 10 degrees with semis blowing by, and I'm like, it's only a matter of time one of those are going to wreck and so we just put them in the same order. We put the gelding that had been next to the stallion and had been his buddy the entire time going down to Tulsa. We had the luck of the draw with stalls there that are not full dividers, so horses have to kind of get along unless you want to buy a whole bunch of plywood, and he did great with that gelding next to him, and I just thought well, we're just going to try this — put them in the same order.

[00:12:30] So we just put the stud and the gelding another gelding and the two mares and then the reiner gelding in the back, and in the same exact order to squish them in there. And one of the mares is like 16 hands. She had to stand with her head flat like level like a quarter horse because she couldn't lift her head but the horses all were accepting of this and they all just followed Skylar in there. He let him in, they just went in, he tied them. We shut the door. The guy drove them to Laramie Peak vet hospital, and I followed him. He got a little ahead of me because he was willing to drive faster than I was, and he already had them unloaded, the guy of loaded himself when I got to the vet place all they had was stock pens kind of under a roof. At least he put the stallion in one pen and he skipped a slot and then put the gelding that had been next to him and then he put two mares and a gelding in one and maybe had two geldings together is what he did. So I got there and thought okay, well, the two geldings were kind of picking on each other and the two mares didn't really like the other gelding. So I separated those out, you know, and then went to talk to the vet.

The horses basically didn't have any major injuries? Just scratches and scrapes or nothing at all?

[00:13:54] Yeah. Well though the one mare that's tall had a two-inch cut on her head, right, between her eyes, and we stitched that. And there was another gelding that had a very tiny gash on a forearm that only took a couple stitches, and the vet said I really didn't need to stitch it but, you know, I'm like, let's just, because of infection and anything else, and we gave them all tetanus shots again, even though they're up to date on all that. She did a very good job. I was very impressed with her and she had a nice examination room that was warm, because we're talking 10 degrees and these horses were cold. I mean they had a sheet and a blanket on, and we have extra blankets and hoods on top of that. And so we just quickly as possible got them looked at and it was like 10:00 10:30 in the morning. We then we took them and move them over to the Platte County Fairground because I had stalls there. They would have more wind shelter in the stalls than at the vet place and we don't have any of your blankets or anything with you or were they all still back in the trailer that sitting on the median. All the extra blankets fortunately were in the trailer I had and we had

plenty of buckets and we had buckets in both, but I had plenty to water them and so forth, so I didn't really need anything out of the other rig and it got towed to the tow truck guy's about four to five miles south of Wheatland, just in the middle of absolutely nowhere, and he towed the rig there. The only thing we really needed was Cheryl had suitcases in that trailer and the next day it was like minus six degrees, so we're all freezing to death. The horses were more prepared than we were ...

That's exactly what I was going to ask you next. So there you are. It's 10 o'clock in the morning. At least the horses are taken care of now. What's the next step? You guys can't go any further at the moment. You have six horses that are stuck in Wheatland, Wyoming.

More than that because I had six on my rig and four in the other, so we had 16 horses ultimately to take care of.

You would have to stay in Wheatland until you can get organized either to get another rig out to get back on the road.

Right. This was Monday the day of the accident. So we got horses put away and the husband of the client that was following me, while we were still trying to get waiting for the trailer to come get the horses, he had made a hotel reservation for us, he had found out there was a fairgrounds with stalls, and he also found out there was a U-Haul place in Weiland, and he did all that legwork from Washington.

[00:16:53] Right, which had to be invaluable to you because ...

... because we're sitting there just trying to figure out how to get these horses off the freeway and to a vet place. I mean that was priority above anything else and the gal at the fairgrounds was really nice. She just said she gave me her cell phone. She said whenever you're ready to head over, you give me a call and I'll meet you there and show you where the barn is and so forth.

And how ultimately, LaRae, did you get the horses home? Did you have someone come out with another rig? Did you rent a rig? How did you get them home from Wheatland in the short-term?

Well, we were trying to figure that out. I called a couple hauling places and they had rigs out like down in Texas and everywhere and it was going to be a while till they had rigs home. And then I get a call from Gary Martinez who's in Longmont, Colorado, and he said, you know, I'm probably the closest person to you. All you got to do is say the word. And he goes, I have a six-horse trailer and I'll follow you home. And I'm like, that's fantastic because I know I have no other options right now other than I had a client that was with us that was just ahead of us, and he has a four-horse, but he has a six-horse at home and our layover was supposed to be in Columbus, Montana, that night, and he didn't make it there and then he made a home the next day.

[00:18:13] So he said he could just hook up and come right back, but I told him, you know, I didn't really think that was probably the best choice. It would be better to just have Gary come get him. And go with us rather than him trying to get all the way back.

Sure. So you guys had to buy jackets and gloves and hats. I mean you weren't dressed for 0 degree weather.

We had jackets, but what we really needed was like some kind of snow boots, you know, fleece lined, waterproof boots because western boots and tennis shoes were not going to do it in 8-10 inches of snow. And we also all got gloves that were fleece-lined that were waterproof because we had to haul water from the other side of the fairgrounds. They had shut all the water off because of the weather so we had to put buckets in the back of the pickups and haul across the fairgrounds with buckets to water horses. And of course, you know, you don't want your hands getting wet in that kind of weather.

No, so how long were you in Wheatland total before Gary was there to get there with the rig and you were able to get horses loaded?

We were able to pull out of there Thursday. So the accident was on Monday and then we pulled out of there on Thursday around 11:00.

So here are the big questions: What have you learned, you and Skylar both, because you've been through everybody's worst nightmare? And I'm sure there's some wisdom now that you can pass on what would you tell someone else who's hauling now in terms of where they keep things like a knife, where they would keep a medical kit for their horses. What is some of the wisdom that you can pass on from this experience that could help other people they find themselves in the same situation?

Well, we've always had knives in the truck, right Skylar? He's nodding. Yes, we've always carried bandaging and tranquilizers and inflammatories and sometimes I have the tranquilizer and syringes and needles and the truck, sometimes they're in the med box in the trailer. But in this particular case, I had it in my truck — the tranquilizer. But in the case of that rig that rolled over, you couldn't get into anything in that rig. So I'm telling people now make sure you have that stuff in your truck. Don't count on being able to get into your trailer and even if a truck rolls over you usually can get into a truck.

There's something significant you learn to about treasure that flips over. Would you like to pass that information on?

Well, I never really gave a lot of thought on which direction a rig goes until I took pictures and I'm looking at the dividers and I'm thinking to myself.

These horses were so lucky that this trailer landed on the right side because really all that happened is they landed on their butts. And then I think the ones that were down were just kind of taken by surprise and the rest stood back up and they were standing on the right side. We have drop-down doors all the way down. It's a two-year-old Cimarron trailer. It's a beautifully built trailer. So the pictures of that side of the trailer tell the story because the bars in the drop-down doors — the windows — have bars, and they are all bent out where those horses butts hit those windows.

[00:21:30] Now, there was a rig that had a wreck ahead of Skylar on that same road at around the same time. Is that correct? And their outcome was quite a bit different.

Yeah, I was barrel horses, I guess, and the tow truck guy that helped us was on that same call, and I think it was about an hour apart from us, and it was a little over an hour north of us, and their rig went off the left side as well, but it tipped over on the left side. So those horses were put on their heads and they were all killed instantly. I never really gave that much thought because no one ever really plans to roll over and we've been very fortunate in all the years we've had that we've not had a catastrophic accident, but I never really realized until I looked at those pictures and I thought, you know, these horses really didn't have it that bad, you know, the rig tipped over slow as it hit the grass part that drops down. And it just had enough momentum that tip that rig over but it went slow enough and on the correct side enough that they sat down and then pretty much could stand back up, most of them, and horses or good at sitting down, I mean, they pull back and do things. I mean, it's really not, you know, something that's really going to put him into shock versus a horse that lands on his head, and if he lives through that then he's going to be upside-down and then you've got to remove a horse out of a trailer that's upside-down. I can't I can't even imagine where he would really start. I mean obviously it probably wouldn't be a bad idea to have ropes of some kind, something better than a lead rope that, you know, if you've got to get around it to pull them out. I mean, I don't really know... ,

... to make some sort of webbing or something that can take the weight of a horse if you've got to pull them down and strongly out, you know and getting in there to even tranquilize them would be a pain. We were really lucky that that sixth horse, you know, I don't know if the impact of it went over and popped the roof or that horse hit the roof with his butt, but by popping that that was really the best way out. I know there was another rig that also had an accident that has Arabs — Liz Dagnall — and she, I don't know if she had two or three on board, but hers obviously went to the right and they got them out. But I believe they came out the back which to me would be a little bit more difficult because you got to move dividers and you know, get them pointing that direction versus in our case we could just lead them out or back him out.

Well, what role do you think your horses' dispositions played in this though as well? Because you have working western horses for the most part that are generally pretty broke. Do you think that we had a positive effect on the outcome?

We actually on that trailer only had one reiner. So we had one western horse, two western horses, a half-Arab, and the stallion, and then we had two hunters and a young pleasure mare. So they were all basically rail horses except for the one reining gelding that rides in the back.

So really a cross section. So but they certainly tolerated, you know being held by civilians, so to speak, out in the middle of the median and coming out through the roof of a trailer and getting back into a little stock trailer and heading to the fairgrounds. So all said and told they were pretty accepting of everything which says a lot for them.

Yeah. I mean, I was really impressed. I mean we do our training program, you know, they get tied in the arena quite often, sometimes for hours, and they learned to just deal with you know, reiners going up and down. We have very busy weekends, the shavings truck coming through between buildings on the opposite side of a wall where they can't see, I mean, they

just get used to a lot of noise and action, and, you know, I'm sure that helped them tremendously because they are pretty broke to that. And we even had two three-year-olds in that trailer. For one it was his first horse show Tulsa and the other one it was his third horse show, they did great.

Is there anything else that you would like to pass on to listeners from this experience as far as hauling that we maybe haven't covered? Is there anything else that you would like to suggest to people if they haul that you have learned from this experience.

Well, I know I can tell you, we've learned and you know, we've made that trip more times than most people, you know, we have a long ways to go. We have several options of routes we can take. None of the routes really looked bad. I mean we stayed in Grand Island, Nebraska, which is about a seven-hour drive from Tulsa, and we always go a short leg the first day because we've had two weeks of not a lot of sleep, and we just don't want to have to leave early that first morning out of Tulsa. So we go the seven-hour leg and then our next two legs or 13-hour drives for two days. And so we're going to Columbus, Montana, the second day. And it did look like there was a possibility of snow that evening through Montana, but you know Skylar and I both really looked at all the weather and it looked like we could leave by five, get to Montana by five because of saving an hour with the time zones on back. And then if the snow came in that guy has a heated barn and you know, if we stay there a day or two, we stay there a day or two. No big deal and it was a beautiful day, you know, we didn't really see that coming. I mean they do flash up there — possibility of black ice. Please take your rigs out of cruise control, which we obviously do and the roads started to look kind of wet, but there was snow starting to, you know, the further you went, there was more patchy snow and ice and in the left lanes. I-80 that goes straight across, because we're on 880 all the way through Nebraska, and that continues through Wyoming had been closed.

Yeah that Wyoming from Cheyenne to the border is terrible.

Yeah, we're trying to avoid that and there was trucks lined up everywhere when we got to Cheyenne trying to get onto I-80 to go across probably needing to get to Salt Lake or somewhere and there was really not much traffic at all when we turned North on I-25. I mean there was a semi here and there that would pass us going, in my opinion, way too fast and how those didn't end up in a pile. Which I'm sure they did somewhere because they are just like crazy driving but in the future when it says black ice, so I mean, we're just going to bow out.

[00:28:17] Yeah, if you if you were going to take this trip again and you were going to face that again, you know, what would you do differently? And for Skylar a question for you: Is this going to have any effect on you, driving in future if you know driving into snow or ice, will that give you some second thoughts or you feel like it's not going to be a big problem and you know what can happen and you can deal with?

Snow's not so much going to be an issue if the roads look icy I think we're just going to wait till the sun's up from now on even though the sun was up when it happened, but just wait for the temperatures to rise and if they don't rise, then find a place to quit for the day.

And for either of you has this changed anything about how you feel about what you do or hauling long distances back and forth to shows? Has it made you count your blessings in some respects for having gone through something like that without a lot of serious injury or harm?

I think there was just someone from above that watched that rig that day because no one could believe... You know, I was talking to Mary Trowbridge, she had called me from the distress fund and want to know if there's anything we needed. And like, you know, I think we already got. I mean I was telling her situation and she goes wait — wait a minute. Like how did the rig get the other direction? And I said I have no idea someone decided that it couldn't land the way that it was going to go. So they turned it around a hundred and eighty degrees.

Well and it's fortunate that the hitch broke, honestly probably because it would possibly, well not possibly, would have pulled the truck over with it, and it could have been a different outcome for the humans.

Yeah. Well, I think you know when people pay hauling and wonder why the cost is what it is. I mean, it really is a very minimal cost, you know, after you buy \$150,000 rig and with gas and maintenance and tires and all that above. Above all that you need to make sure that the people involved in the hauling are capable of handling a crisis like that [00:31:00] because you know, obviously time is of the essence for the animals' sake and there's a lot of things that have to happen at once. Getting help and figuring out where horses are, you know, where animals are going to get to and where you're going to keep them, you know, because they're not like a dog or a cat where you can just take them to the hotel room. And for those people that, you know, that might just haul a two or three-horse. I mean, it can very easily the same accidents can happen. You know with a small trailer versus the big trailer and a lot of those people do not know how to administer medications IV and, in my opinion, it has to be IV in a situation like that because in the muscles it's going to be too long.

[00:31:44] Well, if the horse is really thrashing or in distress, the sedation won't have the same effect.

And yeah, and you know, I have taught clients over the years how to give IV shots, that might have horses at home and they want to know if it's colicky, in a situation until they can get a vet there. Take the time to learn those practices so you feel confident that you can do it under pressure. And know how to change tires, know how to check your equipment, you know, is your trailer hooked up correctly? Every stop you make, do a walk-around, do your tires all look, okay? Because I got to thinking, one year making this trip to Tulsa, the rig that Skylar was driving up in the Blue Mountains between Pendleton, Oregon, and Legrand... I don't remember, the fuel filter, one clutch, fan clutch, and we were stuck up in Legrand getting that fixed. So we sent the other rigs on and I waited for Skylar and our goal was to get to Tremont in Utah, that fairgrounds, and our other rigs got there around five or six in the afternoon, and Skylar and I were way behind of course.

We're coming out of Snowville, Utah, and it's dark. It's midnight. It's raining and he's maybe half a mile behind me or so and he called me. He's like, I just blew a front tire coming off this

hill, and I'm like really you have a higher probability of a rollover with a flat tire than you do with black ice, especially coming off a hill like that. And you know, he said it was everything he could do to keep it on the road. And so I immediately pulled over and he was able to kind of limp up to me, and he and I changed that tire. At midnight and to pouring down rain and, you know, we've already had the day from hell, really, and we finally got into Tremont at three in the morning and our rigs were due to leave at four to the next destination.

The Glamorous Life of horse trainers.

Yeah, so he and I went to the hotel and we slept for four hours, sent the others on and then we left four hours later. We got to get some sleep. I mean just had one long [00:34:00] day, but he was very lucky that he didn't have, you know, this type of an accident with that and you know, you could be just a fair-weather driver and have something like that happen — blow a front tire.

These are all great suggestions and not only in addition to the pictures, but we'll also put information up on the website as well with sort of do's and don'ts before setting out with load of horses. And I think you know, you're providing a really great public service, you and Skylar are both, to the community because you've lived through it, you've done it, and now other people can gain wisdom from your experience without having to hopefully suffer the same consequences.

[00:34:36] Well, even the clients that haul with us I always make sure that they have hay on board that they just don't go, well, I'm traveling with you and you're carrying the hay. Many times, I've had them break down and they've had to stay somewhere to get a part for a truck. So I always make sure they have a bale or two of hay, they've got blankets, extra blankets for the horses they're hauling, they have water buckets, you know, so they've got something, because when you break down, you can't count on a feed store. I mean, it would be nice, and we were lucky the town we were in had a vet, had a feed store. You know, we had kind of everything we needed there which was great, but we've also been places where we went out the next morning and all the halters were stolen. So, you know, we always keep extra halters and you just got to be prepared for the worst all the time unfortunately.

Well. Hope for the best prepare for the worst. I think that's the best advice that you can give anybody for any situation. Well, I really appreciate all of the great information that both you and Skylar have given the community and also for sharing your experience with us on this podcast for *Arabian Horse World* and I just want to say how grateful we are that you all okay, and the horses were all okay, and that going forward the roads will be dry and sunny and no impediments.

Yeah, that would be awesome.

All right. Thank you so much LaRae, and thank you so much Skylar. This has been Cindy Reich for *Arabian Horse World* magazine. Thank you for joining our podcast. If you want more information, you can go to our website ArabianHorseWorld.com for more tips, information, photographs, and a transcript of this podcast. Thanks for joining us at *Arabian Horse World* podcast.