

# CONNECT

ISSUE 1 – WINTER 2025







# Now then...

Farming isn't just a job, it's a way of life. It's the same here at Bailey. For over forty years we've blended our family's farming roots with a passion for making trailers that suit farmers down to the ground.

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### Heaping praise on Bailey

For Contractor Paul Stent our Beeteaper trailers are the best option for his business.



### No more Rock'n'Roll!

William Sawbridge switched to Bailey and now runs 3 TB's on his farm.



### The Man with the Pink Trailer

Charles Waudby talks about life after winning our one-off pink trailer.

There are three generations of Bailey's in the business. We asked Jazz Bailey to share her thoughts on all things Bailey Trailers, you can read what she said on page 14.

Mind you, the Bailey family extends to our customers and dealers throughout these shores and overseas. William Sawbridge farms the land in North Buckinghamshire, his business now relies on 3 of our TB trailers. On page 8 William explains why.

During the winter months Paul Stent spends 7 days a week harvesting sugar beet throughout Norfolk and Suffolk. Paul's business relies on 5 of our trailers,

including two Beeteapers. There's no time to waste as Paul explains on page 6.

Our trailers are well known for being robust and reliable. However, as good as they are, they still require the odd part now and again. Parts Manager Ben Turner makes sure there's never a shortage of popular items, see page 11 for more information.

'It takes a real man to pull a pink trailer!' According to Charles Waudby. Charles was the lucky winner of our special pink TB15, which we raffled on behalf of Breast Cancer Now. We caught up with Charles during harvest 2024 to see how he's getting on with his new trailer.

Charles tells all on page 12.

When you visit our website, you'll notice a new page the 'Operators' Hub'. We've designed this specifically for our customers to access important maintenance documents and schedules. In addition, we've included useful hints and tips to enable you to get the most out of your trailer. On page 15 we look at load sensing.

On behalf of the Bailey family, I wish you the very best for the farming year.

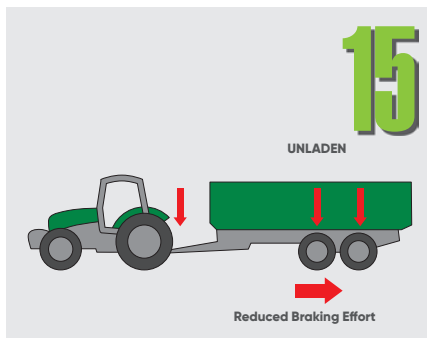
**Michael Bailey**  
**Managing Director**

# REGULARS



## Latest News from Bailey

By popular request we've now introduced a 2 tonne model into our Dropside range.



## The Operators Hub

Load sensing, what is it and what does it do? The Operators Hub explains.



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# New 2 tonne Dropside trailer

Following recent requests from customers for a smaller trailer, we have now designed a new 2 tonne Dropside model to join the range.



**SCAN HERE FOR  
MORE INFORMATION  
ON DROPSIDE TRAILERS**

Our Dropside 2 tonne trailer is offered at 2,500 long by 1500 wide by 450mm high with a 1 x 50mm 5 stud axle. Standard features includes: LED lights, hydraulic brakes, drop sides, body prop, parking brake and number plate holder.

Dropside 2 is perfect for light loads, particularly when working within confined spaces. The compact size of this trailer makes it ideal for general duties at market gardens, parks and amenities, stables, country estates and stately homes.

**Available for immediate order,  
speak to your Bailey dealer.**



# Update to Beavertail Low Loader Range

We believe when it comes to designing features for a trailer the simpler, the better. This is why we're continually refining our models, making them easier for the customer. Our Beavertail Low Loaders are the latest model to benefit from new, simpler design thinking.



Our 2025 models now feature a new lashing ring configuration. We've made it easier to lash loads by moving the rings from the top of the trailer and mounting them on the side. This means that should the load protrude to the edge of the trailer the lashing rings are more easily accessible.

We've also changed the mechanism that moves the beavertail ramps. By introducing a new flexible arm we've added the option of tilting the ramps to suit the load. For example, if multiple items are loaded you can now tilt the ramps back or if you need you can bring them forwards. This new design also makes it much easier to apply grease to the ramps.

For more information speak to your Bailey dealer.

## Are you a Bailey operator or enthusiast?



If you fancy getting your hands on a Bailey branded gilet, then it's time to snap and share.

All you need to do is take a pic of your Bailey and share it on Facebook with the hashtag: **#MyBaileyTrailer** Every month we choose our favourite and the winner receives a Bailey gilet.

Good luck!



August Simon Davies



October Hunter Fraser



September Nancy Strachan



# Heaping praise on Bailey

**PJ Stent Ltd. are sugar beet contractors based in Beccles, Suffolk. The business harvests beet for about 45 customers throughout Norfolk and Suffolk. In addition, P J Stent carry out precision drilling of vining peas for a local business, as well as growing their own wheat, sugar beet and spring barley. Owner Paul Stent tells us why the business relies on Bailey trailers.**







**You run Bailey Beeteapers, what was behind your decision to order them?**

Bailey has a good reputation. We needed something that was up to the job, Beeteapers are specialist trailers for hauling beet, they fit the bill. We currently run 2 Beeteapers a 20 tonne and an 18 tonne.

**Did you specify any options, if so which and why?**

A fold down drawbar with hydraulic fittings, which allows us to tow one trailer behind another. Hydraulic brakes, reversing lights on front mudflaps and reversing lights on the tailgate. Greasers on the side arms of the tailgate, this means we don't have to climb into the trailers to grease.

**Is there an option / feature that you couldn't do without?**

I would say the extra lights. We find them invaluable, especially as we're making most heaps in darkness during wintertime, they make life a lot easier.

**What duties are the trailers being used to support?**

The trailers are used throughout the winter on sugar beet. During the summer, we hire them out to a couple of local farms for the grain harvest.

**What do you look for in a trailer?**

Strength, reliability and a good residual value. We can't find anything that will do the job better than a Bailey Beeteaper.

**How do you find the performance of the sprung drawbar in relation to the ride in the tractor?**

I think the sprung drawbar on a Bailey is

excellent. The balance is spot on. We're running two different lengths of trailer, they both ride very well.

**How does the higher opening door help with heaping, scraping and levelling beet?**

You can make a picture-perfect heap. This helps during winter, it stops frost from getting in, the beet will sit in the heap quite comfortably for several weeks.

**Do you run any other Bailey trailers; can you tell us what they are?**

We run a 15-tonne low loader and two 2,000 litre fuel bowsers.

**How long have you run Bailey trailers?**

We've run Bailey trailers for over 20 years. Initially, we hired a 12 tonne Agri-Dumper, which was an excellent trailer. As the job got bigger, we moved to Beeteapers as we needed bigger trailers.

**How would you rate the back-up from Bailey?**

We very rarely get a problem with the trailers. On the rare occasion we've needed back up, any issues have been sorted out straightaway. Parts are usually here the next day.

**Can you sum up what owning Bailey trailers means to your business?**

Reliability is key to our job; we need to be productive to keep our customers' happy. I cannot see where else we would get the reliability in a trailer that we are used to. I've never considered anything else. Bailey as a company is a joy to work with.

**For more information on our Beeteaper range, visit: [baileytrailers.co.uk](http://baileytrailers.co.uk)**





# No more

**William Sawbridge & Sons Ltd. are farmers and contractors located in North Buckinghamshire. The business predominantly grows 2,500 acres of milling wheat for commercial use, plus a mixture of flowers, pollen and nectar through an SFI Scheme. Additionally, in the region of 1,200 acres of contract farming is undertaken across Buckinghamshire and Northamptonshire.**





# Rock'n'Roll!

The company has recently taken delivery of three new 18 tonne TB trailers. At the end of a busy day in the combine, we caught up with William Sawbridge for his thoughts so far...

**You've recently put three 18 tonne TB trailers on the run, what was behind your decision?**

We were running 3 trailers from another manufacturer up until earlier this year. During harvest last year we experienced a series of issues with tyre technology, which resulted in us having to buy 5 new tyres in a very short space of time. That's a

considerable amount of money. When we approached the manufacturer to resolve the issue, we were less than satisfied with their response.

We've run a Bailey flat trailer for a number of years and been very happy with it. I mentioned my dilemma to a farming acquaintance who relies on a fleet of Bailey trailers. He had nothing but praise for the trailers and the back-up. I called Michael Bailey and arranged to visit the factory.

During my visit, I met Michael and many of the Bailey family, including Tom

Bailey the founder. It was obvious they had invested in machines; I thought the factory was tip top. They work hard, from the paint sprayers to the guys that are producing the sheets of metal to build the trailer walls. They are my kind of people; it was an easy decision to make.

**"It runs true to the road, no rocking and rolling."**

**Did you specify any options, if so, which and why?**

We chose rollover sheets; I believe that moving forwards this is a must. Grain socks on the back, when we dress our own seed we have to have a sock on the back. The rest is basically standard, everything that should be on a trailer is already on a Bailey.





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**What duties of the trailers being used to support?**

They are supporting two combines to get all the wheat off the field and into the shed as quickly and safely as possible. We will also use them when we're drilling. Because we've got the rollover sheets, we can put the pallets of seed in the trailer. This means we can haul the trailer down the field, at the end of the day deploy the sheet, which protects everything until the following day.

**What do you look for in a trailer?**

Stability, easy braking, it runs true to the road, no rocking and rolling.

**How do you find the performance of the sprung drawbar in relation to the ride it gives in the tractor?**

They run so true that the guys don't even know the trailer is on the back. If you look at the tractors, they all sit on the drawbars dead level, all four wheels on the ground.

**Is there any particular feature that has impressed you?**

The trailer's ability to stick to the road. Everything that Michael Bailey said they'd do, they've done, I'm extremely pleased. I only wish we'd made this decision a few years ago.

**You also run a Bailey flat trailer, what are you using it for?**

I think we bought it about eight to nine years ago. We're liquid fertilizer based and we've put a 10,000 litre tank on it. On the road and in the field it's stable and runs true.

**Can you sum up what running Bailey trailers means to your business?**

So far this season we've hauled about 4,000 tons of wheat with our Bailey trailers, there's no wheat in the village. In previous years, almost every day, we were going round with the road brush and the load-all to brush and pick the wheat off the road.

The one thing about the farming industry is families deal with families. It's about trust – being honest and having confidence in your products. My time with the Bailey family was enough to convince me that in the unlikely event something goes wrong, they've got my back. There's a passion for farming at Bailey, you can't put a price on that.

**For more information on our TB range, visit: [baileytrailers.co.uk](http://baileytrailers.co.uk)**





# Need a part? Just ask Ben

**If you look after your Bailey trailer it will keep on going for years. However, it's a fact of life that even the best products need a new part now and again. Parts Manager Ben Turner is responsible for keeping our customers on the move.**

Farming is a people business, for Ben it's all about building a rapport with customers, dealers and supply-chain partners: "We've more than 100 dealers across the UK and a number of dealers overseas. My day involves speaking to dealers, some customers and our suppliers. No two days are the same, one minute we might be sending a nut and bolt to Norfolk, the next a rollover kit to Norway."

In contrast, Ben knows exactly what his day will look like during peak harvest: "During harvest the phone doesn't stop ringing, some days we'll process up to 40 orders. Customers need their parts next day and generally we achieve this. It all depends on the part. We pool our resources in the office, I'm often supported by Sarah and Jazz, we do our very best to make sure parts leave on time."

Whether peak or off peak season, stock levels are monitored to ensure that at any one time 4 trailers worth of parts is held on the shelves. However, because a Bailey trailer will just keep on going, sourcing parts for heritage trailers can prove difficult as Ben explains...

"Because there are still Bailey's out there from the 1980's, we can't keep everything on the shelf, we'll always find a way to help the customer, it might take a bit longer that's all. It's not so easy with parts we buy in, for instance we're reaching the

point where spares for a 1990's brake shoe are becoming obsolete, sourcing these is becoming a struggle."

When you build trailers that are known for tough performance, each component must therefore be as tough as old boots. It is for this reason that the majority of parts on a Bailey are manufactured in-house, which for Ben, makes perfect sense...

"Most of the components are made in-house, including all pins and bushes. We have a state-of-the-art laser cutter that can cut up to 100 parts at a time. I doubt any other trailer manufacturer could match the kind of investment we've made into ensuring components are more than just fit for purpose. The quality of our parts is second to none.

"All parts that we make come with a 2 year guarantee, subject to the obvious wear and tear stipulations. The same goes for any parts that we buy in. Our customers' have peace of mind that anything on our trailers has been tested and refined until we are satisfied."

Which goes to prove, not only does a Bailey trailer look the part, it's also the sum of its parts and those parts are in stock because Bailey have done their sums.



For help with a parts query contact:  
[parts@baileytrailers.co.uk](mailto:parts@baileytrailers.co.uk)



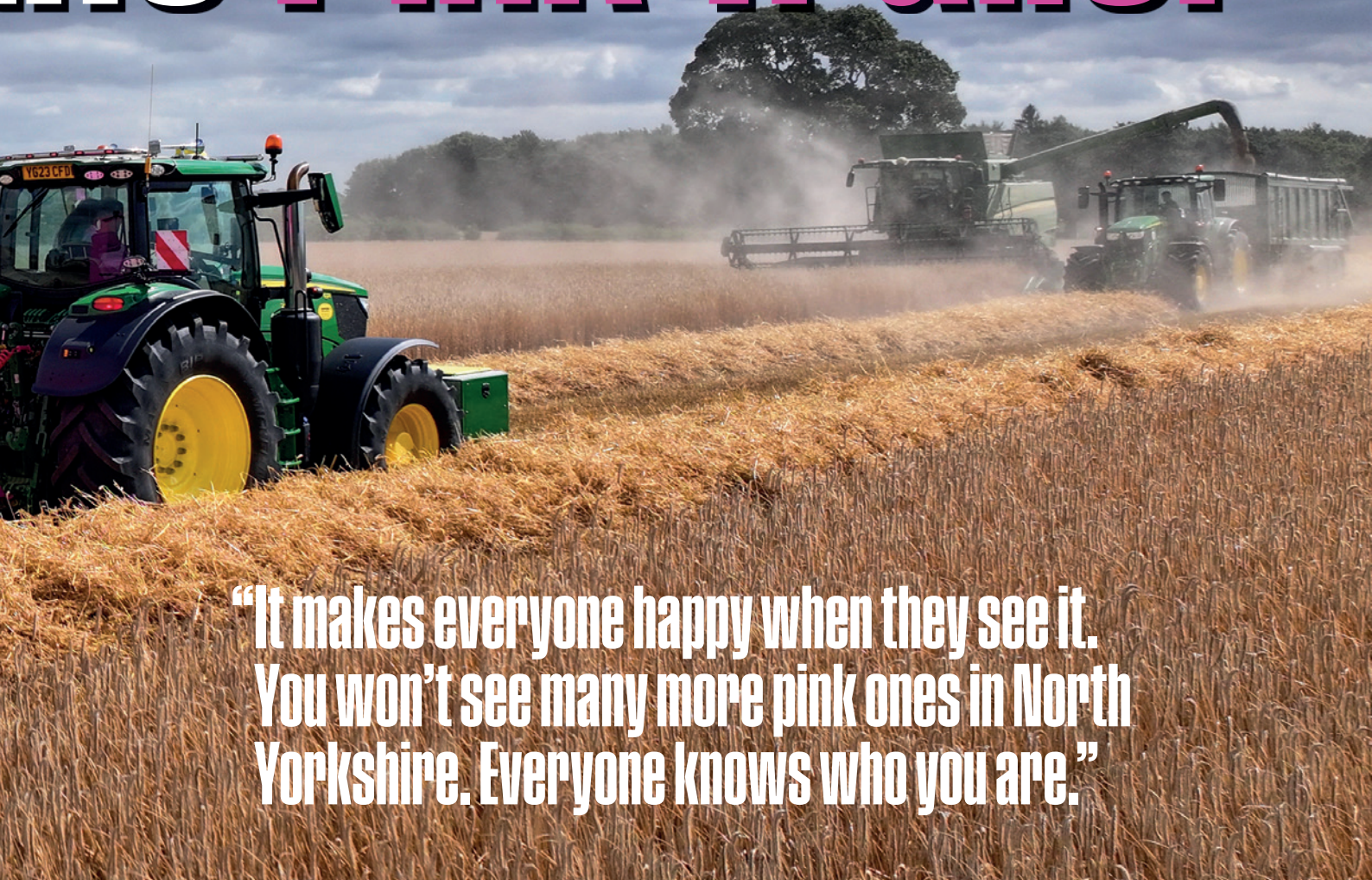
# The Man with t



In December 2023 we raffled a one-off pink TB15 and raised over £36,000 for Breast Cancer Now. North Yorkshire Farmer Charles Waudby was the lucky winner. On a sunny August day during harvest we joined Charles and his family on the farm and in the field.



# the Pink Trailer



**“It makes everyone happy when they see it. You won’t see many more pink ones in North Yorkshire. Everyone knows who you are.”**

**How did you find out that you’d won?**

“We were plucking geese and I looked at my phone and saw someone had rung. I went outside, rang back, and they said, congratulations, you’ve won the pink Bailey trailer. I thought it was a joke, because I told all my pals and they like to pull pranks on me. I went back inside after the phone call and told everyone that I’d won and they all cheered.”

**What do you think of your new Bailey trailer?**

“They’re good trailers, you get plenty in them. Some trailers you struggle to get 16 tonne in a 16 tonner, whereas with these

you get a bit more in, you can get 18 ton of wheat in them. They’re brilliant, we like them. They ride well on the roads. Job’s a good un.”

**Do you get much attention?**

“Going down the roads you can see people looking, it makes everyone happy when they see it. You won’t see many more pink ones in North Yorkshire. Everyone knows who you are.”

For more information on TB trailers and our range: [baileytrailers.co.uk/products](http://baileytrailers.co.uk/products)

For more information on Breast Cancer Now: [breastcancernow.org/about-us/](http://breastcancernow.org/about-us/)



**WATCH THE FULL INTERVIEW**



# Talking Trailers with Jazz Bailey



## **What is your current role at Bailey?**

My current role is running our CNC Laser. The laser must be active 12 hours per day to meet our production target of 25 trailers every week. Part of my role includes running our bending software, I advise the press brakes on the shop floor exactly where and at what angle a part is to be bent. I also work alongside my Mum to generate parts from orders received.

## **What other roles have you undertaken?**

When I joined the company in 2016 I worked with my Dad in design, I helped him with special one-off orders. I also helped Mum programme the laser. After a few years, I wanted to be more hands-on and work in the factory. I really enjoy seeing how our designs move from an idea to the finished article.

## **Do you have a favourite trailer design and why?**

My favourite design would have to be our Hydraulic Bale Clamps. We fit these to our Bale & Pallet trailers, they are quicker, easier and safer for our customers. This was also the first trailer design I looked over with my Dad when I started. I feel a bit of pride every time I see one out and about.

## **What is your proudest moment at Bailey to date?**

I think my proudest moment at Bailey would be our pink trailer for Breast Cancer Now. We all came together as a family to raise money for such a good cause, every single one of us played a massive part in getting that trailer finished.

## **What sets Bailey apart in the market?**

The fact that we have a reputation for producing hard wearing and durable trailers; we make 25 a week for a reason. There are 11 family members that work here, I think it's rare to see a family run business these days, certainly across three generations. I'm very proud to be part of our story.

## **What would you like to see change within farming?**

I would like to see our supermarkets using more British produce, supporting our hard-working farmers. More Government support is essential to opening people's eyes, they need to communicate how important this is for our country. I'd love to see more women in this industry. Over the last few years, it's been so nice to see more and more women sat on tractor seats and getting stuck in.

## **How do you see the future for Bailey?**

I see a very bright future for Bailey Trailers. I'm one of three of the 3rd generation of Bailey's, hopefully we'll see more of my cousins here one day. My Grandad brought us all up to work hard. He still asks me at 8pm on a Sunday evening why am I not at work and that he hopes that laser is running!

I would like to look back in 30 years' time knowing that our generation continued what my Grandad started back in 1982. That we are maintaining the standards which go into making our trailers the very best there is on the market.

## **What's the best advice you've ever been given?**

Don't eat yellow snow!

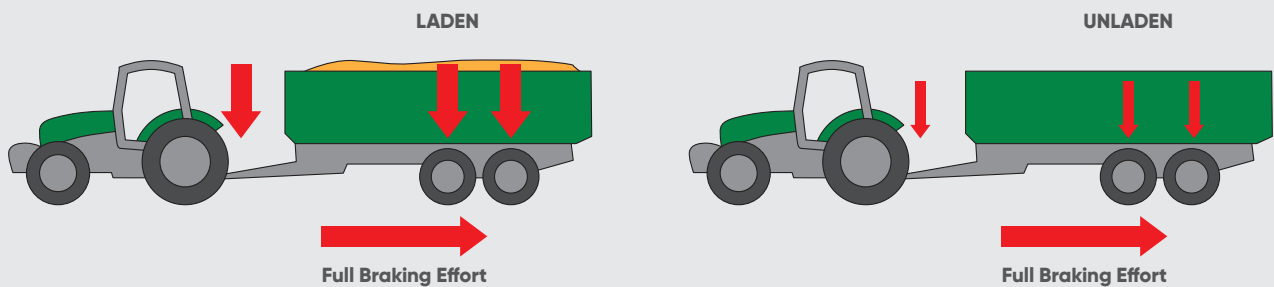
## **Finally, you're going on a road trip and can pick your vehicle and destination. What is the vehicle and where are you going?**

I'd pick an old Land Rover 90 with a tent box on the roof and drive along the North Coast 500 in Scotland.

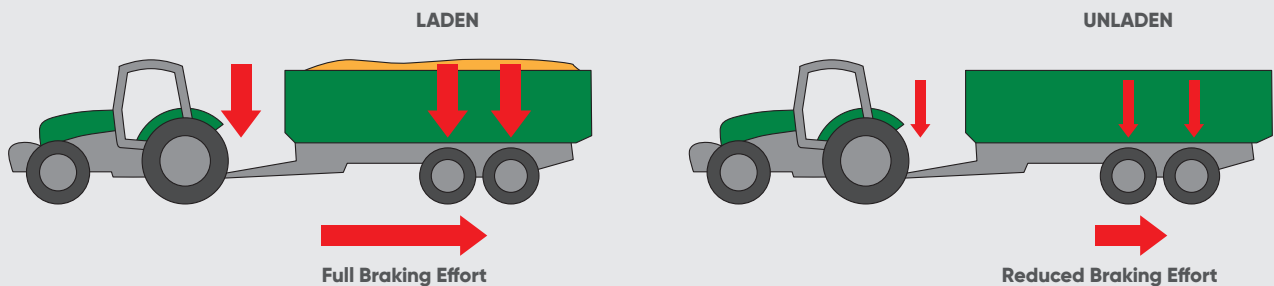


# Load Sensing

## WITHOUT LOAD SENSING



## WITH LOAD SENSING



If your trailer travels on-road when laden and unladen, Load Sensing improves vehicle stability by preventing over-braking, wheel locking and excessive tyre wear during unladen or part-laden braking.

## What does it do?

Load Sensing tells the trailer's braking system how much weight / payload the trailer is carrying. When unladen or part laden, it reduces trailer braking effort to match the reduced axle load. However, the trailer still develops the same braking efficiency as when fully laden, matching that of the tractor.

## How does it work?

The Load Sensing Valve (LSV) automatically adjusts trailer brake line pressure.

Changing trailer payload (unladen-laden-unladen) causes the suspension springs to deflect. This movement operates the chassis-mounted LSV via a linkage or cable.

Unladen or part-laden, the LSV reduces the pressure directed to the brake actuators. This reduces braking effort in line with the reduced payload. The trailer

develops the same braking efficiency as when fully laden.

Set correctly, LSVs can eliminate over-braking, wheel locking and excessive tyre wear during unladen and part laden braking.

LSVs can be fitted to both air or hydraulic braking systems.

**For more information on how to look after you Bailey trailer scan the QR code to visit our Operators Hub.**







THE TRAILER IN FRONT

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