

CONNECT

ISSUE 2 – SUMMER 2025





**It seems like a long time ago since we all met up at LAMMA 25.
Thank you to everyone who popped onto our stand, it was good to catch up
and share a few laughs.**

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S E Hill Ltd owner Steve Hill talks about his relationship with Bailey.



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James Burton of D & B Contracting on what he looks for in a trailer.

When we set out to raise funds for Breast Cancer Now by raffling a 'one-off' pink TB15, we had no idea how successful it would be. That trailer raised over £36,000 for the charity. However, the story doesn't end there. Recently, a 'one-off' scale model of our pink trailer was raffled for just over £1,800.

Our range of construction trailers are proving themselves day-in-day-out on earthworks across the UK. Steve Hill of S E Hill Ltd runs our Contract Tipper and Low Loader trailers. Steve talks about his business on page 6.

Today's tractors can travel at a fair rate of knots. When a tractor is speeding across a field or on the road, any debris picked up is also projected at speed. Tractor manufacturers go to great lengths to protect the tractor. We've now taken further steps to protect the trailer. Read page 8 for details.

If you go back a few years, the number of trailers leaving the factory with fitted sheets was minimal compared to today. Attitudes have changed, the vast majority of new trailers leave with a sheeting system fitted. We've given you the low-

down on our sheeting options on page 9.

At the time of writing this editorial, farmers are gearing up for Harvest 25. James Burton of D & B Contracting relies on 3 of our TB trailers for the grain harvest, he tells us why on page 10.

On behalf of the Bailey family, I wish you the very best for the remainder of the season.

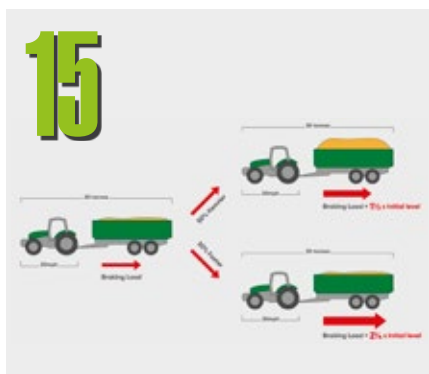
Michael Bailey
Managing Director

REGULARS



Latest News from Bailey

Model of Bailey pink trailer raises £1,810 for Breast Cancer Now



The Operators Hub

Speed and weight, what you need to know. The Operators Hub explains.



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Model of Bailey Pink Trailer Raises £1,810 for Breast Cancer Now

A heart-warming moment of generosity stole the spotlight at the Spalding Model Tractor Show. A diorama featuring our special pink trailer produced by Three Oaks Models was auctioned off for charity, raising an impressive £1,810 for Breast Cancer Now.

In a touching twist, the winning bidder, Peter Roddy from County Down, kindly donated the diorama back immediately after winning. The model will be now be auctioned again, the hope being that even more funds can be raised for the cause.

Adding to the event's impact was the presence of the real pink trailer. Generously brought down from North Yorkshire by the Waudby family, the TB15 looked in tip-top condition. The

trailer is used predominantly for hauling wheat and silage on the family's farm and contracting on behalf of other local farms.

The auction not only highlighted the vibrant model building and collecting community, but also showed how shared passions can fuel meaningful change. With more funds yet to be raised thanks to Peter's gesture, the trailer's journey of giving is far from over.



(Left to right) Simon Waudby of Waudby Farms and Daniel Hewitt organiser of the Spalding Model Show.

#BaileyTraits

Following the recent craze for character creation with AI, we decided to get in on the action with our own twist: the #BaileyTraits challenge.

We created a few Bailey characters, embedding them with a specific trait and then threw down the gauntlet to our social audience. Could they match the trait to the character?

Turns out, it wasn't as easy as we'd imagined. Bar a few family friends, most people were left scratching their heads. However, not as much as Stephen. His 'newly acquired' full head of hair made such an impression we've since spied him looking at hair transplants in Istanbul!



It's Show Time

The star attraction on this year's stand at LAMMA was our 22-tonne tri-axle TB complete with silage kit, rear wheel steer and fold down sides.

We'll be out and about over the summer and into early autumn, either supporting dealer stands or with our own. For a full list of events we'll be attending, click on the QR code below.



A Constructive Relationship

S E Hill Ltd are a specialist ground works and earthworks business based in Lincolnshire. Typically, the company carries out ditching, roadways and trackways, excavating lagoons, forestry and tree shearing and building equestrian arenas. Owner Steve Hill talks about his relationship with Bailey.





What challenges do you face?

The biggest one would be working through the winter. We have to think more carefully about what we're doing and where. It's a nightmare when it's wet.

However, with careful planning we can still get the job done. If we're on soft ground you've got to avoid getting stuck. Our latest trailer has the larger flotation tyres, they've certainly made a difference.

What do you look for in a trailer?

It's got to be a good, strong trailer that's not going to fall to bits in five or ten years. We put our machinery through its paces, reliability is paramount.

How long have you run Bailey Trailers?

I think it was around 2017 when we bought our first Bailey trailer.

What Bailey trailers do you run?

We run a 20 tonne Contract Tipper and a 22 tonne Beavertail Low Loader.

What kind of work do you use the trailers for?

The Low Loader is used for transporting machinery to sites. We carry a host of materials in the Contract Tipper from soil, stone and gravel, to trees. On one occasion we carted some chicken feed. It's even had a Bobcat in it.

What do you like about a Bailey trailer?

I'd say the size and strength. Also, very good brakes and suspension. They do everything we want from a trailer and they are very reliable.

Because they are so well built, you can get a bit more in than you would with other trailers. The Contract Tipper is fitted with the Front to Back Sheet, it's a really good option, works on the hydraulics, folds over in seconds.

I like the paint finish. Both our trailers have the new anti-chip paint on the headboards, which is really good, if you get stuff flick off the wheels it's not going to chip the paint. I also like the Bailey green.

In your opinion what sets Bailey apart?

Although I haven't owned any other makes other than Bailey, I have used other trailers. I would say that a Bailey trailer is more stable when you've got a load on board, they seem to pull better, particularly when you're on the road.

How would you rate the parts and service from Bailey?

It's easy, if I need a part they've always got one in stock, I don't have to wait for anything. We grease the trailers regularly and that's about it, I've never had one that's needed the brakes changing on it, they've always been really good.

How would you sum up running Bailey Trailers?

I'm happy with my Bailey's, I have no reason to go anywhere else. They are a good asset at the end of the day, always going to be worth something as they hold their value extremely well.



New paint primer adds further protection against debris

The issue of impact damage caused by debris to a trailer due to the higher speeds achieved by today's tractors is well documented. A year ago, we introduced a high-build, two-pack structural intermediate coating to significantly enhance protection of the headboards of all Bailey trailers.

However, debris can sometimes also hit the sides of trailers. In order to enhance protection in these areas, we asked our **paint manufacturing partner Witham Group** to evaluate potential improvements.

Over a number of months, the Witham chemists put several **WOCO 2k primer recipes** through their paces performing rigorous trials on steel plates, including specific impact and cross hatching tests. Once the right potential formula had been identified, the WOCO primer was then applied to a number of Bailey trailers for evaluation at the factory.

David Lagden, Business Development Executive of the Paint Division at Witham Group in association with Michael Bailey and our paint shop team spent several weeks refining the application process for the new primer. The end result is a new twin-pack hybrid primer system exhibiting excellent build and enhanced performance qualities.

Michael Bailey commented: "There is not much you can do to avoid stone chips hitting the trailer, tractors don't provide enough protection. We have achieved our goal to further protect the paintwork on the headboard and the sides of the trailers against impact from debris. I hope to see additional upgrades to our processes in the coming months."

David Lagden added: "It has been a real team effort between our two companies. The drive for continual improvement at Bailey Trailers is allied to that of our own. Continually developing products that perform better has resulted in an

upgraded WOCO two-pack epoxy primer and WOCO two-pack acrylic urethane high solids finish, specific and unique to Bailey Trailers."

Tough trailers are now even tougher.



We've got Sheeting Systems covered

It wasn't that long ago you'd only see a sheet over a trailer if rain was going to spoil the harvested crops.

Attitudes to uncovered loads have changed dramatically over recent times. Farmers delivering to mills are now expected to arrive with a covered load, or they can be turned away.

Whether farm or construction, uncovered

loads are now regularly pulled over. Under the Road Traffic Act, it is important that bulk loads are not shed or blown onto public roads. However, legislation aside, surely it makes perfect sense to protect whatever is in the trailer and other road users?



Three routes to protecting your investment...

Hydraulic Side to Side sheeting System

Our Hydraulic Side to Side Sheet is designed to protect your crops in all kinds of weather. This sheet is stored neatly on either the near side or off side of the trailer and is operated from within the tractor, in line with the Grain Storage Health and Safety Regulations. This system is available on our range of TB, Root and Beeteaper trailers.

Rollover Sheeting System

Our Rollover Sheet is manually operated and designed to protect your crops from the damaging effects of wind, rain and vermin. Manufactured from heavy-gauge Silver PVC with high quality hardwearing fittings, Rollover Sheets are available across our range of TB, Root and Beeteaper trailers.

Hydraulic Front to Back Sheeting System

Our Hydraulic Front To Back Sheet is designed to prevent crops, grass and aggregates leaving the trailer. Operated with ease from within the tractor cab, this non-waterproof sheet is stored neatly at the front of the trailer and unrolls to the back via side arms mounted on springs. Front to Back sheets are applicable for trailers with Silage Kits and our Contract Tipper range.

What our customers say

"The Hydraulic Rollover Sheet is very handy, it's easy to deploy from the tractor cab, which makes it safer for operators."

Giles Edwards, Edwards of Byton, Herefordshire

"The Contract Tipper is fitted with the Front to Back Sheet, it's a really good option, works on the hydraulics, folds over in seconds."

Steve Hill, SE Hill Ltd, Lincolnshire

"I'm very impressed with Bailey's Hydraulic Rollover Sheeting system."

Haig Hamilton, J Haig Hamilton, East Lothian

Going with the grain

D & B Contracting are an arable farm and contracting business based in Sleaford, Lincolnshire. James Burton of D&B discusses what he looks for in a trailer and why they choose to run Bailey trailers.





“We use chemicals to remove starch, the paint is still the same as when the trailers were delivered.”

What do you look for in a trailer?

What we look for in a trailer is safety, smoothness, well-built and just something we can rely on.

How many Bailey trailers do you have in your fleet?

We run a fleet of three 16 tonne TB trailers. We also run a 18,000 litre Water Bowser and a 2000 litre Fuel Bowser.

How do you find the quality of the paint finish?

The quality of the paint finish is brilliant.

We do a lot of maize carting, which leaves starch on the paint. We use a lot of chemicals to remove the starch, which is hard to remove. The paint has stayed the same as when the trailers were delivered.

Would you say that the swan neck pipe holder provides clean, safe stowage of pipes and cables?

We really like the swan neck pipe holder. It keeps the pipes out the way of the tractor lift arms, keeps everything nice and tidy and is just generally safer.

Can you describe the performance of the sprung drawbar when travelling on field and road.

The sprung draw bar performs well on and off-road. It provides the operator with a very smooth ride and it's very well built.

How useful do you find the locking valve on the hydraulic rear door?

We find the locking rear door very useful because accidents do happen. Operators can pull the wrong spool. It just eliminates

all of that and keeps the crop in the trailer.

How would you describe the performance of the brakes in relation to those on your tractor?

The performance of the brakes is very good. We run ours quite hard, running a split of about 70% on the trailer to 30% on the tractor, to save tractor brakes. Trailer brakes are easily changeable.

Can you sum up what running Bailey trailers means to you?

They're great products to work with. The support we receive from Bailey's is second to none, they're always on the end of a phone if we need them. We've run Bailey Trailers for seven years and we look forward working with them in the future.



WATCH THE FULL INTERVIEW

Consider your options when specifying your new Bailey Trailer

Before purchasing a Bailey trailer, there are a number of options worth considering to ensure that you get the right trailer to suit your needs from the get go.

What kind of work could your trailer be used for?

At first this may seem an obvious question. However, with many agricultural businesses diversifying into other areas, it is worth considering what you will be hauling tomorrow not just today.

In addition to capacity, frequency of use and the amount of road versus field haulage, you should ask yourself what multiple uses you could get from your trailer? For example, our Contract Tipper range offers the versatility of a trailer for hauling topsoil and stone, but the optional extension sides make this trailer perfect for hauling significant volumes of grain too.

If your work includes tipping at night or in low light conditions, our optional Reversing Lights fitted behind the front flaps, provide you with greater visibility by illuminating the heap you are backing into. We also offer an optional Reversing

Camera which is beneficial to operators, particularly on larger trailers.

Hydraulic doors will speed up the tipping cycle and improve safety by reducing the need to leave the tractor cab. Maybe you have a need for exact load weights? Fitting an Onboard Weighing System will save you valuable time by eliminating the need to stop at a weighbridge.

Fit at build stage vs retro fit

We offer a comprehensive range of optional extras designed specifically for your Bailey trailer. However, whilst some of these options can be retro-fitted, it is more cost effective to fit at build stage. For instance, our range of sheeting systems are approximately 20% more expensive if fitted retrospectively.

Spend time to save time

Every option on a Bailey trailer is designed and tested to provide the very best functionality, safety and quality.



Taking the time to consider the list of available options across our range could save you valuable time in the field and on the road. We're very aware that every second counts for our customers which is why you can count on a Bailey trailer.

Contact your local dealer

For expert advice on your range of options speak to your local Bailey dealer. Our extensive dealer network covers the whole of the UK. We also have dealers covering Denmark, Iceland, New Zealand, Norway and Sweden.

From sheds to trailers

David Hoyes has worked at Bailey since we first started making trailers in 1982. We caught up with David and asked him a few questions...



How did it all begin?

It must have been the Summer of 1978 when I first started working alongside Tom Bailey. Back then we were building structural sheds and agricultural structures; however, we were approached by a trailer manufacturer to produce some chassis for them. We agreed to do this, then out of the blue one of our long standing customers asked us to make a complete trailer for them.

From that day onwards we have been building trailers. To begin with we built structures in the autumn and winter and trailers in the spring and summer. This was the pattern for a couple of years, but trailers took over completely and that's when we started investing in the factory for 100% trailer production.

What current role do you fulfil?

My main role now is on the production side, to supply all the welders and welding bays with everything they need

in time. We supply the components and side pressings to each bay in turn, so that trailers can be built to our busy production schedules. With the high volume of trailers we build, it's vital we keep everything moving.

What other roles have you undertaken?

I started off as a body welder, there were only 4 of us back then, we would produce 3 or 4 trailers over three to four weeks. I also applied the paint; if I got on with it I could usually get it done in half decent time and be home for 10pm! Sometimes I would help Tom make the chassis.

What makes a good trailer?

A lot of people will tell you that a trailer is just a box on wheels. It probably is, but if its designed right and is strong enough, that box on wheels will last a long while, not just twist, buckle and bend. The right design and strength where it needs it, that's all there is to it.

What do you feel sets Bailey apart in the market?

I think the fact that we can deal with people, we understand farmers, we know the ins and outs and we listen to our customers. We know what needs to go into a trailer to sustain the wear and tear that farm machinery is put through, this goes back to our very beginning.

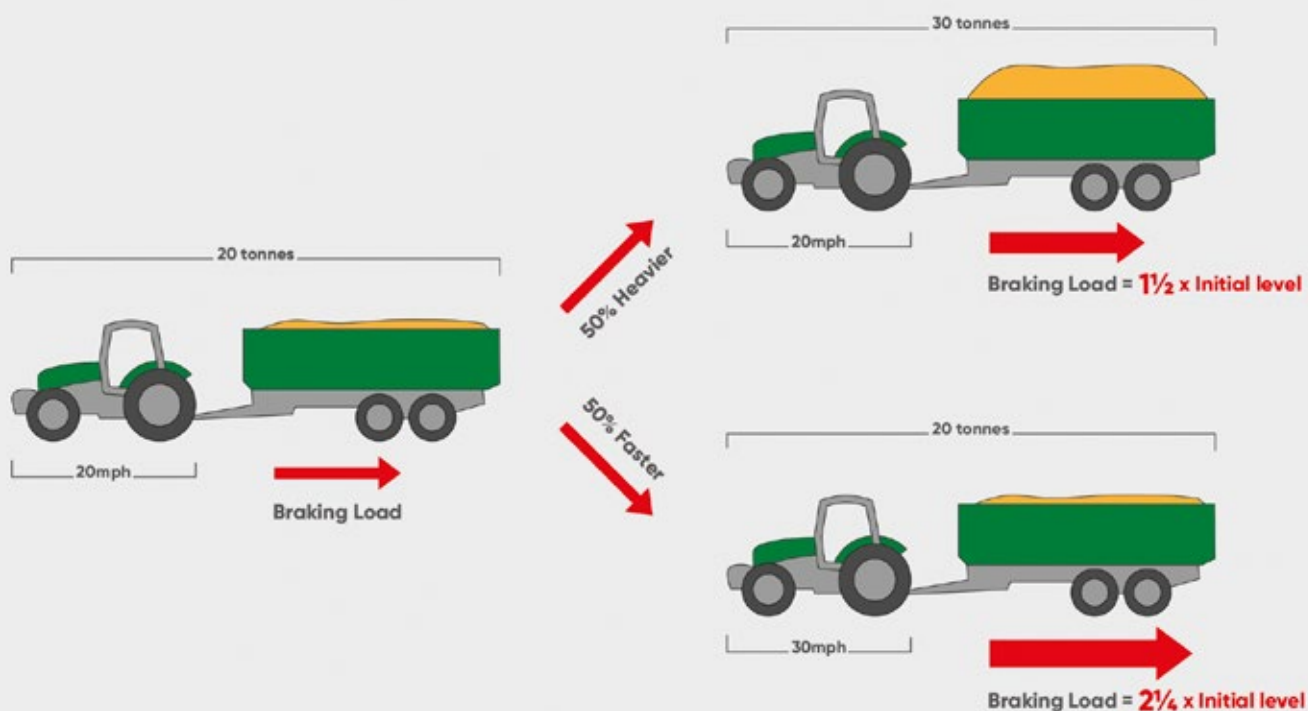
I would also add that it's a real team effort. We share ideas between ourselves and customers, everyone is encouraged to contribute. At the end of the day, we're all looking to achieve the same outcome - a happy customer who wants to buy from us again.

How do you see the future for Bailey?

I think the future is very bright. I can see us being around for years to come, we are currently looking at expanding, which just goes to show the confidence we have in our products and proposition.

THE OPERATORS HUB

Speed & Weight



If you increase speed or add weight to a vehicle, you would expect the braking system to work harder in order to stop the vehicle.

However, does a little extra weight or a bit more speed have the same effect on braking ability? The answer is no!

Speed has a much greater effect.

Increasing a tractor-trailer combination's weight by 50% (e.g., from 20 tonnes to 30 tonnes) while travelling at the same speed, causes braking system load to

increase by 50% or $1\frac{1}{2}$ times. However, if the tractor and trailer remained at the initial weight yet travelled 50% faster (20mph to 30mph), braking load would increase by 125% which is $2\frac{1}{4}$ times the initial braking load.

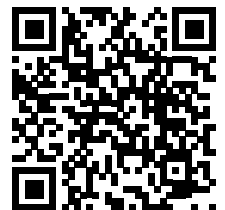
Travel speed is much more important.

Many trailers and their braking systems were never designed to exceed 32 km/h (20mph). Today they are towed by tractors which can travel much faster. It is therefore vital that both the tractor and trailer braking systems have the ability to

work in tandem for today's road speeds.

Trailer brakes should match the tractors.

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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