

Reference to CG Ashburner Compund, Millom Road. LA18 4AZ

The site was originally where the town gas was made and stored. The huge gasometer tower sat in the yard.

British gas kept their vehicles in the yard and all the materials they needed to repair the gas pipes and roads. They had bunkers/bays with stone, sand and tarmacadam labelled up, still visible to this day. The picture directly below is before Ashburners took over the yard, but you can clearly see their workshops at the front, and the yard next to our highlighted where they then kept the vehicles .



Ashburner's was a successful coal and haulage business from the 1950's through to the early 2000's.

In the 1950's, Cedric Ashburner originally bought pet coke(coal) that was a by-product from the gas making process based in the yard (Compound Millom Road). This was taken out of the bays in the yard that can still be seen today, and bagged into smaller quantities and then sold and delivered around the local area.

In the 1960's CG Ashburner Haulage was formed and built up. The workshops were built on Millom road where the trucks were maintained and the yard to the rear where the trucks and trailers were stored and operated from.

After that Ashburner's then took on the old gas yard (the yard in question) where they moved their offices to and ran the operation from. The back of that yard was also used to store and operate the trucks from. This can be seen in the picture attached.

The coal side of the business continued to be operated from Bootle Station by Stan Ashburner, and eventually the rest of the haulage business was sold off in the early 2000's by Mr John David Ashburner.

After that, Armstrongs Haulage of Wigan operated from the CG Ashburner compound in Millom where they used the offices and stored their trucks and trailers. They used this site until they pulled out of the area in the mid 2000's.

The picture bellow is when Ashburners used both yards, and the offices in the yard in question. You can see on the picture some vehicles in the back of the yard including a couple of HGVs and vans. The main of their trailers were parked in the yard adjoining. There was a gateway joining the 2 yards, the gate posts are still in the fence now.



Current uses include:-

The Bagging Part.

We have a small bagging plant, low noise, with electric motors. This transfers the loose sands/aggregates into bagged form. We load the hopper with a telehandler, from the bay where the loose materials are tipped by wagon. A forklift truck then takes the bags and stacks them on the relevant heap at the back of the yard ready for collection at a later date.

Currently and historically, there have been no time restrictions on the uses.

Bagging operations are never before 8.30am and run no later than 17.30pm and we only work in that yard a rough average of 6-8 hours per week. In winter, we may not even work at all some weeks. This is a similar process to how Ashburners, and others started their coal businesses from the site when the gas board sold off the coal, they bagged it from bulk, into smaller bags, and delivered it around the local area.

### The Haulage.

We currently have 3 articulated wagons that we keep in this yard. This is the same as the previous usage by CG Ashburners, and then also Armstrong Wigan Group. Both hauliers that operated many wagons from this site, the site next to us, and also the garages were situated at the front of our yard for maintaining the vehicles. The ancillary offices, welfare and storage facilities/ repair shop for their operations are still in our yard. The wagons leave on a Monday morning between 04.00am and 06.00am. They are usually out all week, sometimes the odd one may pop back into the yard, if he is nearby to get a night at home or if something needs a minor running repair. But where possible we keep the trucks out of town until they return on a Friday. The return time can vary too for lots of reasons, from traffic holdups, Road closures, Mill breakdowns, and so on. This can be from 15.30pm – 19.00pm sometimes but very rarely can run into a Saturday morning if the driver runs out of hours. We take great pride in working with local businesses. We haul stone from Millom Quarry to where it is needed, and return to Cumbria with cattle feed to various farms.

The local area where the yard/ compound is based on Millom road has always been the industrial area of Millom. I will list below to sites near by :-

The council yards is still there although it now privately owned.

The fire station is next to our yard.

Milligans car garage and workshops.

Milligans also have planning in to put up another industrial building, and have also opened a storage facility.

The sewage works/water treatment, where wagons go to unload at any point of the day.

Rickies travel, operate 10 or more busses from the yard at the bottom of Millom road. Again these busses leave and return numerous times per day and at all hours. (As you can see from the sheet I sent in, our vehicle movements are minimal in comparison).

More council building/lock ups next to Milligans storage facility where their wagons and vans are delivering/loading and unloading.