

Casebourne and Company

Cement manufacturers

of

West Hartlepool and Haverton Hill

County Durham

Bill Swift

Issue 1 – 27 March 2026

Introduction

This paper, which has been developed for publication through the website of Grace's Guide to British Industrial History, to explore the history of the cement manufacturer formed by Charles T Casebourne. It is written to provide a more detailed supplement to the Graces Guide web page for the cement and brick manufacturer [Casebourne and Company of County Durham](#).

This is largely a desktop study, though the writer has accessed the Board of Trade files for Casebourne and Company Limited and Casebourne and Company (1926) Limited held in the National Archives. What follows is by no means an authoritative history of the business, the writer having neither access to sufficient material, nor the industry expertise to write such a document. However, it does present a timeline of key events in the development and history of the firm which others may find useful. The information is presented as data in a timeline, matching the style of Graces Guide web pages.

Biographies for most of the key players have been contributed separately to Graces Guide and can be accessed by name search or the links in this document, but some less well developed biographies are in the appendices of this paper.

Any additional information or corrections would be gratefully received by the author via the editor of Grace's Guide.

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Sources of Information

This paper is derived entirely from publicly available material. The primary sources used are as follows:-

- [The British Newspaper Archive](#) (Subscription service)
Newspaper clippings attributed to the British Library Board are included here with the permission of, and with thanks to, [the British Newspaper Archive](#).
- [The National Library of Scotland - Map Images](#). Made available under [CC-BY license](#)
- [The Gazette](#)
- [Ancestry.co.uk](#) – Local directories, census and electoral register collections, and relevant family history data (Subscription service)
- [Find my Past](#) – births, marriages, deaths, parish records, electoral register collections and relevant family history data (Subscription service)
- [University of Leicester collection of historical directories for England and Wales](#)
- The National Archives, Kew. Board of Trade files for Casebourne and Company Limited (Company No: 17001) Ref [BT 31/14710/17001](#) and Casebourne and Company (1926) Limited (Company: 213790) Ref [BT 31/35371/213790](#).

Other on-line reference sources, whose content has carefully not been plagiarised in these notes, provide valuable additional reading, particularly for those with a technical interest:-

Cement Plants and Kilns in Britain and Ireland. www.cementkilns.co.uk:-

- [West Hartlepool Works](#)
- [Haverton Hill Works](#)

There is a written history of the company, An Illustrated History of Casebourne Cement Plant 1862-1972, self-published by Vincent Turley in 1972, which the writer has not seen. Additionally, the company's records are held in [Teesside Archives](#), for those wishing to carry out more in depth research.

The author has endeavoured to comply with any copyright restrictions when including images and clippings in this paper. However, should there be any dispute about this, please inform the editor of Graces Guide and we will be happy to make any necessary adjustments.

Where appropriate, hyperlinks (blue font underlined) are provided to sources of information for those reading an electronic copy of this document.

Summary

[Charles Townshend Casebourne](#) established a cement works in West Hartlepool in the early 1860s, initially, it is said, by the harbour, and later in the decade moved further South to the Stranton area, a site they were to occupy until the 1920s, sometimes referred to as Longhill Works or Diamond Works.

Between c1870 and 1882 Casebourne traded in partnership with Albert Lucas as **Casebourne and Lucas**. In about 1880 Casebourne and Lucas also became brick makers at Cowpen Bewley.

In 1882, the firm became a limited company, **Casebourne and Company Limited**, with C T Casebourne as chairman and managing director.

In 1891 they established a new brick works on land adjoining their cement works in West Hartlepool and in about 1903 disposed of the Cowpen Bewley works.

A new cement works, known as the Pioneer Cement Works, was built at Haverton Hill and began production in 1904.

The West Hartlepool site closed in the early 1910s.

In 1920 control of the company was taken by [William Arrol and Co](#), bridge builders and contractors of Glasgow, under the chairmanship of [Sir John Hunter](#).

The company was reconstructed and refinanced in 1926, becoming **Casebourne and Company (1926) Limited**, and in 1928 was acquired by Imperial Chemical Industries (ICI).

Pioneer Cement Works closed in 1970.

Company History

[Charles Townshend Casebourne](#) started a cement works in West Hartlepool in about 1863. Casebourne was, at the time, employed as a civil engineer by West Hartlepool Harbour and Railway Co.

No contemporary documents have been found to confirm this date, but later company advertising (e.g. 1899 below) shows the business established in 1863 and “The Port and Industries of the Hartlepoons” (Thomas Mudd 1893) says “about 1863”.ⁱ

The “cementkilns” website mentioned above, presumably drawing on an “Illustrated History of Casebourne’s Cement Plant 1862-1972”, state that between 1862 and 1866 Casebourne operated a small works near the harbour and moved to a new site at Longhill in 1866. It gives co-ordinates for the original works which coincide with a cement works adjacent to the gas works shown on the OS Map surveyed in 1857 (see Figure 1). It seems probable therefore that Casebourne actually acquired the existing works of William Hutchinson who had operated a cement works in West Hartlepool for several years, but had become bankrupt. The works, with 20 houses, was offered to let in March 1863 (right) and Hutchinson’s equipment, stock in trade etc. was auctioned in May.ⁱⁱ

CEMENT WORKS, WEST HARTLEPOOL.
TO BE LET,
And entered on at May-day next,

THE extensive and commodious BUILDINGS, YARDS, VACANT GROUND, and PREMISES in the town of West Hartlepool, with the several DWELLING-HOUSES and OFFICES, STABLES for upwards of 20 horses, and other conveniences belonging thereto, as the same have for several years been occupied by Mr William Hutchinson, Contractor, for the purposes of a Cement Manufactory, in which a large business has been transacted.

The Buildings and other erections are conveniently situate for ready communication with the several Docks, and the ground and premises generally are well calculated for the purposes of a Manufactory of almost any description where space and near access to and from good roads are necessary.

The Dwelling-Houses are appropriately situate for the residence of agents and workmen; but, if so required, these may be let separately from the other parts of the property.

Additional information and particulars may be obtained from Mr ROBINSON MURRAY, at the Harbour and Railway Offices, in West Hartlepool; or Mr TIPLADY, Solicitor, Durham.

4th March, 1863.

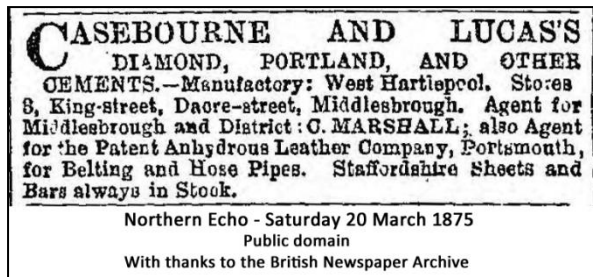
Durham Chronicle - Friday 13 March 1863
Content provided by THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

1866 Mention of Casebourne and Company’s cement manufactory in West Hartlepool, the first mention this writer has found in contemporary documents.ⁱⁱⁱ

1870 C T Casebourne had “recently” formed a partnership with Albert Lucas, trading as **Casebourne and Lucas**. Prior to that he had run the business alone.^{iv} Lucas came from Hertfordshire and it is hard to see how he became involved, but see Appendix 1 for more information on this gentleman.

1871 Directory entry – “Manufacturers of Portland cement, dark Roman cement, and ground Lias lime; light Roman cement, and plaster of Paris merchants.”^v

1872 Indication that Casebourne and Lucas owned a schooner named *Union*, but it is not in the Mercantile Navy List or Lloyd’s Register.^{vi}



c1880 Casebourne and Lucas established or acquired a steam brick works at Cowpen Bewley. The works was located adjacent to the West Hartlepool branch of the North Eastern Railway, mid-way between Greatham Station and Cowpen Bewley (see Figure 3). The land was leasehold from the Ecclesiastical Commissioners for England and although the first mention of this works comes in 1880, the lease for the property was assigned from J J Lisle to “C T Casebourne and another” on 31 Mar 1875.^{vii} Clays are an essential component for Portland cement, so it is likely that the clay pits were utilised as a source of alluvial clay for the cement works.

1882 Prospectus issued in January for incorporation of **Casebourne and Company Limited** to acquire the freehold cement works at West Hartlepool and the leasehold steam brick works at Cowpen Bewley belonging to Messrs Casebourne and Lucas. The cement works was valued at £14,050 and the brick works at £1,765.^{viii}

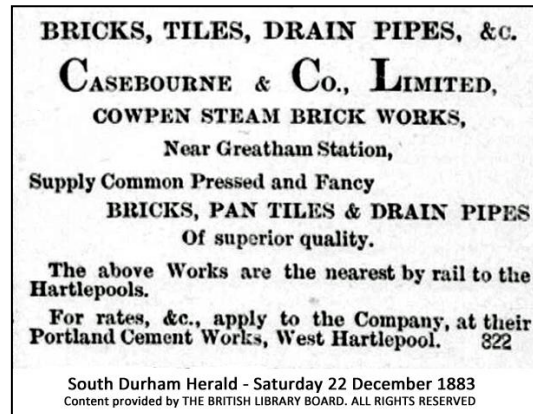
The company was registered on 29 June 1882 ([company number 17001](#)), capital £20,000.^{ix} By agreement dated 7 Jul 1882, the company acquired from C T Casebourne (who had agreed to buy out Lucas’s share – probably as a convenience) all the freehold land and premises of the cement works at Hartlepool, all the leasehold land and premises at Cowpen Bewley and all the fixed plant, machinery, railway siding, dwelling houses, offices, contracts and goodwill of the business, but excluding stock, loose plant and stores. The contract price was £17,000, £7,000 of which was to be paid in ordinary shares. C T Casebourne was to continue to manage the business and paid a salary. Although not mentioned in the agreement, by the time the first Form E was submitted on 21 Jul 1882, Alfred Lucas owned 400 shares, presumably in payment for his share of the original business, and, as we have seen, C T Casebourne owned 700. A further 151 shares were owned in small numbers by another ten investors. The directors were C T Casebourne (chairman); John Joseph Lee, cement merchant, Manchester; Thomas Sharp Hudson, merchant, Seaton Carew; Thomas Hutchinson Tristram, Q.C.¹. Company Secretary was George Thomas Reay (see Appendix 4).

The old partnership was dissolved on 31 Jul 1882. “...the Partnership heretofore subsisting between us the undersigned, Charles Townshend Casebourne and Albert Lucas, carrying on business at West Hartlepool, in the county of Durham, as Cement Manufacturers, and at Cowpen

¹ [T H Tristram](#) (1825-1912) was not a local man (though he had attended Durham School), so the connection with the company is not obvious. However, his brother, Rev Henry Baker Tristram, had been vicar at Castle Eden, then Greatham. He and C T Casebourne were associated through the Conservative Party, in which both were very active. In 1885 T H Tristram stood unsuccessfully for the Conservatives for the Hartlepoons seat at the General Election.

Bewley, in the said county, as Brick and Tile Manufacturers, under the style or firm of Casebourne and Lucas, was this day dissolved by mutual consent. All debts due and owing to or from the said partnership will be received and paid by the said Charles Townshend Casebourne.—Dated this 31st day of July, 1882.”^x

1883 Purchased the Viaduct Brick Works, adjoining their Cowpen Bewley Brick Works, to increase capacity.^{xi}



1884 The company was clearly doing well, and a half year dividend of 10% paid.^{xii}

1884 Indication that C T Casebourne’s 2nd son, [William Henry Casebourne](#), and Dr T H Tristam’s son, [Francis Thomas Tristram](#), worked for the company, but in what capacity is not stated.

1885 Nominal capital increased to £25,000.^{xiii}

1885 Directory shows the company address as Greatham Street and Mainsforth Terrace. Neither actually front the cement works on the 1896 map (Figure 2).^{xiv}

1887 Albert Lucas died at his home near Northallerton, 7 Feb 1887, aged 44.^{xv} It is not clear what, if any, involvement he had in the company post incorporation.

By 1887, C T Casebourne had sold nearly all his shares.^{xvi}

1887 A borehole was made at Casebourne & Co’s cement works in West Hartlepool to a depth of about 770ft. The purpose is not reported; possibly it was for an artesian well (there is one shown on maps), but it did show a substantial bed of red marl (see below).^{xvii}

1888 Half yearly meeting. 5% dividend declared. Works being enlarged.^{xviii}

1888 C T Casebourne’s son, [William Henry Casebourne](#), and Dr T H Tristam’s son, [Francis Thomas Tristram](#), (above) entered into partnership as cement and plaster merchants in Leeds, trading as [W H Casebourne and Co](#) . As well as providing a sales outlet in Yorkshire, this must surely have been seen as a career development opportunity for the next generation of leaders of the company.

1889 Secured an order for 16,000 tons of Portland Cement for the Manchester Ship Canal.^{xix}

1890 Directory entry:-^{xx}

- Casebourne and Company Limited, steam brick makers, Coopen Bewley [sic]. (C T Casebourne manager)
- Casebourne and Company Limited, Portland cement manufacturers, Greatham Street, West Hartlepool. (G T Reay secretary)

1891 Acquired 10 acres of land at Longhill adjacent to their cement works on which they erected a brick works based on an improved process invented by Mr Edward Cammiss of West Hartlepool, an employee of the company (patent 6,133 of 1885, sealed May 1886). The equipment was manufactured by [Bradley and Craven](#) of Wakefield and the works started up on 2 Jul 1891.^{xxi} Edward Cammiss (1840-1915), see Appendix 2.

1892 Nominal Capital increased to £35,000 by the issue of a further 1,000 shares.^{xxii}

1892 Memorandum of Association altered to allow company to act as coal merchants.^{xxiii} A depot was opened on Cleveland Street and can be seen in Figure 2.^{xxiv}

1892 C T Casebourne's eldest son, Charles Bastow Casebourne, established a business manufacturing pre-cast concrete items. Trading as [Hartlepoons Concrete Company](#), it was located on land thought to belong to the Casebourne and Co., on Cleveland Street. This appears to have been short-lived.

BRICKWORKS AT WEST HARTLEPOOL.

MESSRS. CASEBOURNE & CO., LIMITED, cement and brick manufacturers, of West Hartlepool, have just started new works on land lately acquired by them adjoining their cement works, for the manufacture of bricks by a patent process, the invention of Mr. E. Cammiss, who has for many years been foreman of the company's brickworks at Cowpen. The process is designed for dealing with clays containing lime and other foreign matter, and which under the ordinary process would be unfit for the manufacture of bricks. In the first instance the clay is reduced to the consistency of thick cream in a wash-mill which eliminates all stones, &c. It is then pumped to the wet mill, where any stones larger than a pea are reduced and ground in with the slurry. From the wet mill it passes to the drying-flats, which are heated by waste heat from kilns and exhaust steam from engines. After drying it is ground in a perforated pan and conveyed by an elevator to the pug-mill, where, after being mixed with the minimum quantity of water to make the clay "bind," it is fed into the brick machine. This consists of a revolving table with a number of moulds, into which the clay is tightly pressed. The rough brick then passes automatically to the press machine, where it receives the final pressure, and comes out with the smoothness of a block of chocolate. The brick is then ready for the kiln, to which it passes direct.

The bricks when burnt are of good shape and colour, and have been favourably recognised locally from the fact that the company has already booked orders for some months ahead. The brick machinery has been constructed by Messrs. Bradley & Craven, Wakefield; slurry pumps, wet mill, &c., by Mr. T. Fawcett, Leeds, and iron corrugated roofing by Messrs. Motley & Green, Leeds. Plans for works were entrusted to Mr. C. B. Casebourne, of West Hartlepool, and carried out under the supervision of Mr. C. T. Casebourne, C.E., managing director to the company, who, with a number of gentlemen, including Mr. G. T. Reay, Mr. E. Cammiss, Mr. Craven, Captain Motley and Mr. W. H. Casebourne, witnessed the opening of the works early in July.

The Architect 14 Aug 1891

Telegrams: "PORTLAND." [Telephone: No. 4,004*]

TO BUILDERS, CONTRACTORS, AND OTHERS.

SUPERIOR PATENT RED PRESSED BRICKS,
COWPEN RED BRICKS,
DRAIN TILES
(Equal to any in the market).

FINEST DIAMOND PORTLAND CEMENT
(Equal to London manufacture).

CRUSHED FIRE BRICKS AND SLAG,
For Concrete Foundations, Footpaths, Yards, Garden Paths,
Carriage Drives, &c., &c.,
AT LOWEST POSSIBLE PRICES,
from

CASEBOURNE & CO., LIMITED,
CEMENT MANUFACTURERS AND BRICK AND
TILE MAKERS,
WEST HARTLEPOOL.

Northern Guardian (Hartlepool) - 1 November 1892
Public domain
with thanks to The British Newspaper Archive

NEW COAL DEPOTS,
CLEVELAND STREET, BELLE VUE,
WEST HARTLEPOOL.

BEST HOUSEHOLD COAL
AT LOWEST POSSIBLE PRICES.
DELIVERED TO ANY PART OF THE TOWN.
ORDERS PROMPTLY EXECUTED.

CASEBOURNE & CO., LIMITED,
PROPRIETORS. (1166)

Northern Guardian (Hartlepool) - 24 December 1892
Public domain
With thanks to The British Newspaper Archive

1893 Published description - *"The cement and brick works of Messrs. Casebourne and Co. are situated near West Hartlepool, and were established in 1863 by Mr. C. T. Casebourne. ... They are capable of turning out 400 tons of high-class cement per week, a large part of which goes into Yorkshire and Lancashire. Ten acres of ground have recently been purchased by the owners of these works {Casebourne's cement works}, upon which has been put down a brick plant on the new Cummiss [sic] process, specially adapted for dealing with impure or stony clay. The present output is 60,000 bricks per week, of a quality equal to pressed bricks; the plant is the first of its kind put down in this country."*^{xxv}

The same year, an account was published relating to their merchant business in Yorkshire, below.

W. H. Casebourne & Co., Builders' Merchants and Commission Agents, 49, St. Paul's Street, Leeds; and Great Northern Railway Goods Yard, City Road, Bradford. Telephone No. 935; Telegraphic Address: "Tristram, Leeds."—Among the most important houses connected with the building trade in Yorkshire is that of Messrs. W. H. Casebourne & Co., Builders' Merchants. This highly important business was founded about seven years ago by Mr. W. H. Casebourne, of the firm of Casebourne & Co., Limited, West Hartlepool. The Leeds premises comprise well-appointed offices, with commodious stores at the rear, and owing to the great increase of business it has been found necessary to open a branch establishment at City Road, Bradford. There are heavy stocks constantly arriving and departing, an extremely brisk trade being in operation. All kinds of building materials are dealt in, and the agency is held for the following well-known houses:—Messrs. Casebourne & Co., Limited, West Hartlepool, for Portland cement; Messrs. I. Howe & Co., Parian and plaster of Paris manufacturers, Curliole. Messrs. W. H. Casebourne & Co. have formed an excellent connection both in Leeds and Bradford, principally among builders and contractors. Nearly eighty tons of Messrs. I. Howe & Co.'s fine Parian cement was lately supplied through Messrs. W. H. Casebourne & Co. for the extension wing of the Leeds Infirmary, which was opened in 1892. The Portland cement supplied by them is of splendid quality, being made from the finest Thames chalk, imported direct, and is equal in quality to the best brands of London cement. It is manufactured to stand a tensile strain of four hundred pounds to the square inch after seven days' immersion in water, and to weigh one hundred and twelve pounds to the imperial struck bushel. As it is now universally acknowledged by all experts that the finer Portland cement is ground the better it is, Messrs. Casebourne & Co., Limited, have given this their most special attention, and they are now grinding their cement to pass through a sieve of two thousand five hundred meshes to the square inch, leaving a residue of not more than two per cent. It is largely specified by the leading architects and engineers in Yorkshire, Lancashire, and the north.

From
1893 The Century's Progress - Yorkshire
The London Printing and Engraving Company

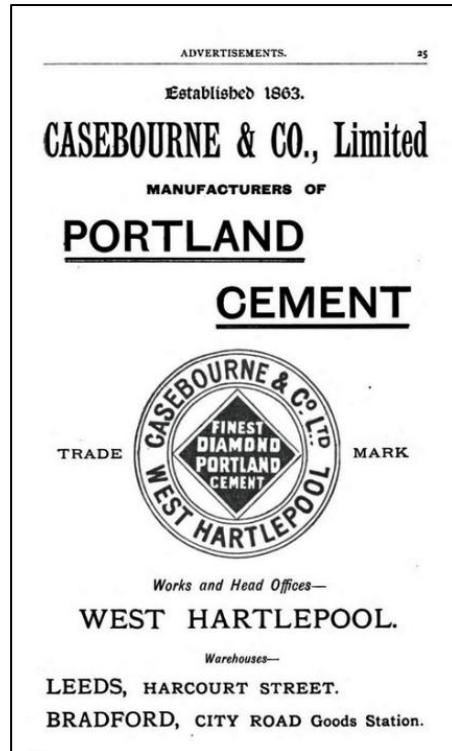
1895 Death of William Henry Casebourne, 9 Apr 1895. He had left the Yorkshire partnership and had, for some 3 years, been manager of a cement works in Madras.

1896 New grinding mill commissioned at West Hartlepool, greatly increasing capacity.^{xxvi}

By 1897 G T Reay had left the company and moved to work for [Dickinson and Sons](#). He was succeeded as secretary by John Wright (see Appendix 5).

1897 [Charles Townshend Casebourne](#) died on 18 May 1897.^{xxvii} He was succeeded as managing director by [Francis Thomas Tristram](#) (above).

1899 Advertisement



1899 C T Casebourne's 5th son, [Rowland Telford Casebourne](#) joined up to serve in the Boer War. His attestation papers show that he had been apprenticed at Casebourne and Co., and was manager of a brick works. We can be fairly confident that this was Casebourne's brick works, Edward Cammiss having left by this time.

1901 New warehouse built at Cinder Lane, Whitwood Mere, Castleford, Yorks. Builders' and Plasters' stores. "Every description of building material..."^{xxviii}

1901 Directors: Thomas H Tristram (chairman), Joseph Whitworth McGowan of Newbury, Bucks, gentleman, William C Gray, Charles B Casebourne and Francis T Tristram (managing director). Secretary John Wright.^{xxix}

1902 Directory entry - Casebourne and Co. Ltd. Portland cement manufacturers and brick manufacturers. (F T Tristram managing director; John Wright sec). Greatham Street, West Hartlepool. Steam brick makers, Cowpen Bewley (C T Casebourne manager [*sic – this is clearly incorrect as he had been dead for 5 years!*]).^{xxx}

1902 An amendment to Memorandum of Association was made. The amendments were essentially a broadening of the allowable activities, allowing, for example, the acquisition of chalk quarries or merchants, the purchase or hire of ships, to carry on a broad range of supporting activities such as wharfs, tramways or railway sidings, electrical works, warehouses, etc. At the same time, a resolution was passed to increase the capital of the company to £100,000 by issue of ordinary shares.^{xxxi} These were enablers for the building of a second cement works on the bank of the Tees.^{xxxii} The Directors at this stage were:- Thomas Hutchinson Tristram, Q.C., D.C.L. of London (Chairman); [William Cresswell Gray](#) of [William Gray and Co](#), West Hartlepool (who was married to C T Casebourne's eldest daughter Kittie); [Charles Bastow Casebourne](#) of Irvine,

Casebourne and Co., West Hartlepool; [Francis Thomas Tristram](#) (managing director); and Thomas Robinson junr. of Thomas Robinson, Sons, and Co., West Hartlepool (“Importers of foreign products”). Company Secretary John Wright.

1902 Purchased 9 acres of freehold reclaimed land on the North bank of the Tees at Haverton Hill. Plan to build a 1,000t/week plant.^{xxxiii}

1902 At the AGM in August, it was reported that invitations for tenders had been issued for the new cement works. Consulting engineer for the project was H W Anderson of Teddington, London.^{2 xxxiv}

1902 Prospectus published for the offer of 65,000 new £1 ordinary shares and 1,000 5% first mortgage debenture of £50 each (=£60,000).^{xxxv} The assets of the company are identified as:-

Freeholds

- 15a, 1r, 7p of land at West Hartlepool on part of which are erected cement works, concrete works and coal depot.
- Warehouse, stable and 2 dwelling houses at Leeds.
- 9a, 1r, 30p of land at Haverton Hill on the north bank of the river Tees, acquired from Tees Conservancy Commissioners.
- 2,452 sq yds of land at Haverton Hill purchased from John Wilson Watson. (co-owner of the Haverton Hill Estate)

Leaseholds

- Brickworks at Cowpen Bewley
- Warehouses and sheds at Bradford, Castleford and Dewsbury
- 2 parcels of land at Haverton Hill totalling 8a, 1r, 28p
- 1 parcel of land at Haverton Hill of 1a, 1r, 30p used for railway sidings etc.

1902 Casebourne and Co received approval to build a large number of new build houses, as follows:- 49 houses in Casebourne Road; 49 and 49 houses [sic] in Cleadon Street; 16 houses in Haydon Street; 6 houses in Shotley Street; 6 houses in Claydon Street and Casebourne Road; 18 houses in Greatham Street.^{xxxvi}

c1903 Cowpen Bewley Brickworks sold to Messrs [G and W H Carter](#).^{xxxvii}

1904 New works at Haverton Hill, referred to as the Pioneer Cement Works, began production in August.^{xxxviii} The works was designed by H W Anderson of Teddington. Resident manager was C T Casebourne’s son, [Rowland Telford Casebourne](#). An article giving a valuable description of the new works was published by the Dublin Builder in 1905, and is included in full overleaf. Around this time, the brand name Pioneer cement was introduced, probably specific to cement produced at Haverton Hill, and perhaps reflective of R T Casebourne’s service in the Boer War.

² [Herbert William Anderson, AMICE, MIMechE, FSS, etc. of Fairfield, Teddington, Middlesex.](#)

THE "PIONEER" BRAND OF PORTLAND CEMENT.

As the "Pioneer" brand of Portland cement is rapidly getting into the front rank of cements imported into this country, a short description of the factory where it is made, may be of interest. While the firm of Casebourne and Co. are well-known as Manufacturers of Portland cement and artificial stone for many years past, it is not twelve months since their large up-to-date factory was completed. The new works are situated at Haverton Hill, on the Durham side of the River Tees. The vessels conveying the raw material from the South moor alongside a timber jetty, which projects 70 feet into the river, and on the top stage of this are erected two steam cranes (one of 7 tons capacity, and the other of 5 tons), equipped with all motions. On the second stage of this jetty is a powerful electric motor, which drives two enormous crushers, and this deals with all chalk falling into the large overhead hoppers into which this material is discharged by the cranes.

The chalk is here broken into small pieces and passed by a filling apparatus into a large bucket conveyor which takes the material automatically (passing an automatic weighing apparatus on its way), over large elevated girders extending across the site of the storage heap, which will hold without trimming, about 10,000 tons of material; the buckets can also discharge through down shoots into the railway waggons underneath, in case other material such as sand or gravel, for use in artificial stonemaking is required.

Underneath this large storage heap is an underground subway in which are fixed horizontal belt conveyors, which take away the material from the heap, almost automatically, and deliver it into a weighing hopper situated in the building of the wash mill department.

This filling hopper is attached to a large dial-weighing apparatus, the exact amount to get the exact weight being actuated by friction clutches. The measurement of the water is also adjusted on quite a novel design, and can be controlled to any percentage at the will of the chemist, the correct amount being discharged at the same time as the other raw material into the mills.

The clay is obtained in the adjacent quarries operated by the company, and brought alongside the machinery in the wash mill building by railway waggons. Here the material is directly transferred into similar weighing hoppers, which have large dials with adjustable pointers controlled by the chemist, and which hoppers discharge direct into the Harrow mills.

The washing plant is in duplicate, so that any cleaning out or repairs can be done while the other is in full work. The slurry, after passing through these mills, is elevated into the grinding mills, and there it is delivered into sump holes for the slurry pumps to deliver, through underground mains, into a large storing and mixing tent constructed of Hennibique Ferro concrete, where it is kept in agitation until ready for use in the kiln department. Here three or four days' supply of liquid material is kept in reserve, in which, besides the stirring apparatus, there are also powerful pumps which take the material from the bottom, replacing it at the top, besides taking the overflow from the supply mains to the kilns. Thus a very uniform grade of material is obtained, as well as a uniform percentage of moisture, which is such an important item in securing a uniformly burnt clinker.

The washing department is operated by a large Diesel engine, which, with the others about the works, is supplied with liquid fuel from a gasmeter-like structure in the yard containing crude oil. This oil can be delivered into the tank from vessels alongside the jetty, or from the tank cars.

The kiln house is a very lofty building in one span, covering the calcining cylinders, which are 100 feet long by about 7 feet diameter lined with special fire bricks. They incline slightly from the firing end, the slurry being introduced by special devices at the chimney end. At the other end of the kiln is a thin Ferro concrete platform, made by the New Expanded Metal Company, showing to what advantages this material can be used, and on this the attendants, who supervise the burning of the cylinders, carry out their work. Each kiln (of which there are at present four) is provided with a large fan, with a measuring device for admitting powdered coal.

The coal for the burning process arrives direct from the collieries in coal waggons, with hopper bottoms, and is discharged into an underground hopper, contained in a Hennibique Ferro concrete tank. From here it is elevated in hoppers over the drying drums, which are heated by the waste heat from the coolers. From the dryer the coal is elevated into storage hoppers over the grinding machinery, which consist of ball mills, from which it is passed direct into grit mills underneath. From thence it goes into a storage hopper, the fineness of it being at this period only a small percentage of 32,400 sieve, and it is taken, therefore, into con-

veyors which feed into the different fans, the surplus being returned to the storage hopper, and the whole is thus always moving on.

Unlike most of the kilns of this type, where the heat is so intense that the burners cannot approach them with comfort, these kilns are jacketed with water, so that the men can sit close to their work in the normal temperature of the surrounding atmosphere, and which should give them encouragement towards producing the very highest class of material. To secure this comfort for the men, the firm have had to increase the cost of the installation above what it is really otherwise necessary, and it has resulted in quite a big installation of pipes and valves conveying the water to and from the different parts of the apparatus.

Inside the jacketed heads the white incandescent clinker falls from the kilns in pieces about the size of marbles into a further inclined cylinder underneath. The inside of these rotating cylinders are armed with radial scoops, which keep picking up and dropping the particles of clinker. By the time the material reaches the lower end of the cylinders its temperature is only about 80 degrees. The whole of the heat between this point and when it was in its incandescent state having been taken from it by the current of air which rushes up through the cylinders amongst the dropping clinker to supply the dryer and the feed blasts to the kilns.

On emerging from these cooling cylinders the clinker drops into a shaking conveyor which collects it from each of the kilns and deposits it into a hopper at the side of the kiln building, from which it is elevated by a large scraper conveyor into the storage hoppers over the grinding machinery. If necessary this conveyor can also deposit it into large storage heaps in the space reserved for it. The storage hopper over the mill is another structure in Hennibique Ferro Concrete, which has been erected to the designs of Mr. L. G. Mouchel, of Westminster. Any imperfectly burnt clinker is deviated by swivel shoots, from which it is returned to the kilns for recalcination. The motor power in the kiln department is derived from a three-cylinder 240 h.p. Diesel motor, electric power and light for different parts of the works being produced from a dynamo also driven by this engine. The incline clinker conveyor just mentioned is driven by an electric motor on the top of the large storage hopper. This hopper will hold three days' make of clinker from the kilns, so that by the time it reaches the grinding machinery underneath the clinker will be fairly seasoned and easy to grind. It falls by gravity from the hopper through feeding devices into two of the largest size of ball mills yet made. From thence it falls into two inclined conveyors, which take it up and discharge it into two large grit mills, where the cement is finished to the required degree of fineness. Another conveyor then passes it through a weighing and recording machine, from which it is elevated up to the top of the large warehouse and delivered into any particular bin that may be desired, without being handled throughout the whole process.

In the sack warehouse adjoining is a long shed with railway platform for unloading the empties as they arrive by railway, and giving ample room for sorting, as well as cleaning machines driven by electric power and sack-mending machines, and ample spaces for storing large quantities of new and repaired sacks belonging to the company or their customers.

The railway lines run right under cover through the cement warehouse in front of the different bins. The capacity of the warehouse is about three months' make of the works. The lines make a complete circuit of the works, and branches run on elevated stagings to the jetty in the river, as well as to the extensive siding accommodation which the company have erected on the Billingham Beck branch of the North Eastern Railway.

In the extensive laboratory and testing and sample rooms the raw materials, fuels, gases, oil, and also the cement itself in its different stages, are all analysed and recorded. Electricity plays an important part here, quite apart from the lighting, as all the boiling and heating operations and crucible work are done by electricity. There are most interesting machines and contrivances on standard lines for effecting the tests of cement, both "neat" and also with sand for tensile and compression strains.

Cement making, which in the old days of not so long ago was a most crude operation, is now, owing to the assistance of the chemist and the engineer, a scientific process throughout. As an example, a cement works used to be all chimneys and smoke, but in this factory there are only two chimneys on the entire ground. In the old style fully three times the number of hands were required to that under the new system.

Mr. H. W. Anderson, engineer, of Teddington, London, who has had much experience at home and abroad in the manufacture and tests of cement, was appointed engineer, and designed and laid out the works. Mr. F. T. Tristram is the managing director of the works, in which he is assisted by Mr. R. T. Casebourne, as resident manager.

- 1904 Local stores at Dewsbury, in the L&Y Railway Goods Yard offering “all kinds of building material.”^{xxxix}
- 1907 Haverton Hill works converted to electric machine drives.^{xi} The [source document](#) includes a full description with photographs. By 1907, Thomas Robinson had left the Board.^{xli}
- 1908 First reference to Casebourne’s **Steelcrete** brand.^{xlii} This referred to a rapid hardening cement, specifically formulated for reinforced concrete. It continued in use as a trade mark into ICI ownership, alongside the Pioneer brand.
- 1908 of 6 Caroline Street, Leeds.^{xliii}
- 1912 Death of chairman Thomas Hutchinson Tristram, 8 Mar 1912. He was succeeded as Chairman by William C Gray, but was not immediately replaced on the Board, his fellow directors being only C B Casebourne and F T Tristram.^{xliv}
- c1913 Works manager R T Casebourne sent to South Wales to oversee the start up and operation of a new cement plant at Rhoose. Why is not clear, but presumably a personal development opportunity. It is not known who replaced him as works manager at the Pioneer Works. He joined the army at the beginning of the war and was killed in action on 2 Jul 1916 at Thiepval.
- 1914 150,000 rounds of ammunition found in a cargo of Casebourne cement being loaded at the company wharf for Belfast. The ammunition was seized, but there seems to have been no other consequence for the company.^{xlv} The indications are that F T Tristram was party to the smuggling.
- 1914 Directory entry – “*Casebourne & Co., Ltd., Portland Cement Manufacturers and Artificial Stone Makers, Pioneer Cement Works, Haverton Hill-on-Tees. Hours of Business: Usual. Established in 1862 by C. T. Casebourne, C.E. Incorporated as a Limited Company in 1882. Directors: John Wright A.C.I.S (Chairman), [William Creswell Gray, D.L., J.P.](#); Chas. B. Casebourne, C.E. [[Charles Bastow Casebourne](#)]; F. T. Tristram, J.P. (Managing Director) [[Francis Thomas Tristram](#)]. Premises: Old Works- at West Hartlepool. In 1902 erected a new Rotary Plant, at Haverton Hill. Own fifteen acres of land at West Hartlepool, and ten acres at Haverton Hill; Warehouses and Offices at Caroline Street, Leeds, and Warehouses at Dewsbury and Bradford.*”^{xlvi} Note that John Wright was formerly company secretary; this writer is a little doubtful that he was chairman.
- 1914 Directory entry – Casebourne and Company Limited, cement manufacturers, Pioneer Works, Haverton Hill, Co Durham.^{xlvii} There is no Casebourne entry in West Hartlepool, either as cement manufacturers or brick and tile manufacturers, suggesting that the West Hartlepool operations had been closed down. However, the report of the ammunition find above says the cement had been made at Haverton Hill, shipped to West Hartlepool, then returned to the company wharf at Haverton Hill for loading onto a ship, suggesting that they retained warehousing, and perhaps a bagging line, at West Hartlepool. In the annual report the West Hartlepool works is referred to as the Diamond Works, and a write off of £5,000 was made for the plant there.
- 1917 Directors:- William Creswell Gray, Baronet. D.L., (Chairman); Charles Bastow Casebourne; Lt Col Francis Thomas Tristram; John Wright.^{xlviii}

1920 In December, a controlling interest in the company was acquired by [Sir John Hunter KBE](#), one of the principals of the firm of [Sir William Arrol and Co.](#), of Glasgow, bridge builders and contractors. His offer to buy all the issued share capital for £183,100 had been accepted at an EGM on 19 Nov 1920 and sufficient of the existing shareholders were willing to sell to allow the change of control to take place.

The four directors resigned and were replaced by Sir John Hunter of Glasgow (chairman), Henry Cunningham of Glasgow, and Alfred Charles Kimpton (managing director) about whom only a little is known (See Appendix 3). Hunter and Cunningham were both directors of William Arrol and Co. The following year they were joined on the Board by Sir John's son, Eric Arrol Hunter.

1923 Presence in Yorkshire (trading as Casebourne and Co Ltd.) as builders' merchants remained, with premises in Caroline Street, Leeds and City Road Good Yard, Bradford.^{xlix}

1926 **Casebourne and Company (1926) Limited** registered 15 May 1926 with capital of £400,000 to acquire the business carried on by Casebourne and Co Ltd. ([Company 213790](#)).ⁱ The capital was made up of 250,000 x £1 7½% preference shares and 150,000 x £1 ordinary shares. The purchase price was £160,392 payable £100,000 in shares and the balance in cash. Directors of Casebourne and Company (1926) Limited were:-

- Sir John Hunter (of Dalmarnock Iron Works, Glasgow) chairman,
- Alfred Charles Kimpton (of Haverton Hill Cement Works), managing director,
- Henry Cunningham (engineer of Dalmarnock Iron Works, Glasgow)
- Major Eric Arrol Hunter (engineer of Dalmarnock Iron Works)

Company Secretary William Readman.

By September, they had been joined on the Board by Sydney Greenwood Robinson, of Kent. He was already a director of the [Tunnel Portland Cement Co](#) and had been managing director of the short lived Kent Portland Cement Co.

It is believed that this change was made as a way of refinancing the company as, by prior agreement, 235,000 preference shares were taken by the [Prudential Assurance Co.](#) Ltd.

Resolution passed on 10 May 1926 for the voluntary winding up of Casebourne and Company Limited. (John Hunter chairman).ⁱⁱ

1927-28 Company acquired by ICI. Haverton Hill Works stood adjacent to ICI's Billingham ammonia plant, which produced by-product chalk used by Casebournes. (The reports also state that Casebournes operated chalk quarries, but the whereabouts is not known). This synergy made the economics of acquiring the business attractive. Additionally, a new process had been developed which would produce cement and sulphuric acid from anhydrite.ⁱⁱⁱ Sir John Hunter and Sydney Robinson resigned from the Board on 26 Jan 1928. Messrs. Kimpton, Cunningham and E A Hunter resigned 22 Feb 1928.

1928 The business continued to operate under ICI ownership and investment was made to double capacity of Haverton Hill Works.ⁱⁱⁱⁱ

1929 An Executive Board was appointed to control ICI's Billingham undertakings, comprising Synthetic Ammonia and Nitrates, Casebournes and [Tees Salt](#).^{liv}

1930 An aerial photograph of the Pioneer Works can be viewed at Britain from Above [at this link](#).

1934 Casebournes transferred to the Lime Group (I.C.I. (Lime) Ltd.).^{lv}

1937 Within an advertisement for ICI products for the building industry were :- Limbux hydrated lime, Pioneer Portland Cement, Steelcrete rapid hardening cement, Pioneer plaster, Faspite plaster, Pioneer partition blocks, Pioneer wallboard and Pioneer baseboard. The advertisement states that “Limbux” is a trade mark, the property of ICI (Lime) Ltd. “Pioneer”, “Steelcrete” and “Faspite” are trademarks, the property of Casebourne & Co (1926) Ltd.^{lvi}

1949 Casebourne and Company (1926) Limited dissolved.^{lvii} ^{lviii} The cement works was part of the Agricultural Division of ICI at that point and continued as a brand within the ICI portfolio.

1970 Cement production at Haverton Hill ended and the works was demolished.^{lix}

ⁱ The Port and Industries of the Hartlepoons. Author Thomas Mudd. 1893 Proceedings of the Institution of Mechanical Engineers

ⁱⁱ Durham Chronicle - 13 Mar 1863 and Stockton Herald, South Durham and Cleveland Advertiser - 8 May 1863

ⁱⁱⁱ Newcastle Daily Chronicle - 27 Oct 1866

^{iv} South Durham & Cleveland Mercury - 25 Jun 1870

^v Wright's Improved Handbook of the principal manufacturers, exporters, agents, merchants and warehousemen of Great Britain, 1871-1872

^{vi} Northern Echo - 18 Dec 1872

^{vii} Durham Cathedral Archives ref CCD/D/1981/214957

^{viii} Hartlepool Northern Daily Mail - 16 Jan 1882

^{ix} Evening News (London) - 8 Jul 1882

^x London Gazette – 18 Aug 1882

^{xi} South Durham Herald - 3 Feb 1883

^{xii} South Durham Herald - 2 Aug 1884

^{xiii} Notice of increase to Registrar 30 Apr 1885

^{xiv} Kelly's Directory of Hartlepool and West Hartlepool 1885

^{xv} London Evening Standard - 15 Feb 1887

^{xvi} Form E - 5 Sep 1887

^{xvii} An Account of the strata of Northumberland & Durham as proved by Borings & Sinkings, Volume U-Z, published by the North of England Institute of Mining & Mechanical Engineers, 1897. Borehole No 2,177

^{xviii} Hartlepool Northern Daily Mail - 22 Aug 1888

^{xix} Hartlepool Northern Daily Mail - 22 May 1889

^{xx} Kelly's Directory of Durham – 1890

^{xxi} Hartlepool Northern Daily Mail - 2 Jul 1891 and Northern Echo - 4 Jul 1891

^{xxii} EGM 10 Mar 1892

^{xxiii} London Gazette - 27 Dec 1892

^{xxiv} Northern Guardian (Hartlepool) - 24 Dec 1892

^{xxv} The Port and Industries of the Hartlepoons. Author Thomas Mudd. 1893 Proceedings of the Institution of Mechanical Engineers

^{xxvi} Northern Guardian (Hartlepool) - 1 Jun 1896

^{xxvii} National Probate Calendar

^{xxviii} Pontefract & Castleford Express - 13 Jul 1901

^{xxix} Return of Directors, 14 Jan 1901

^{xxx} Kelly's Directory of Durham – 1902

^{xxxi} Special Resolution passed 2 Apr 1902 and confirmed 17 Apr 1902

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- xxxii Newcastle Daily Chronicle - 19 Apr 1902
- xxxiii Hartlepool Northern Daily Mail - 16 May 1902
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- xlviii List of Directors, Registrar of Companies, 12 Oct 1917
- xlix Advert, Yorkshire Post - 27 Jun 1923
- ^l The Financial Times – 18 May 1926 and Registration documents
- ^{li} London Gazette 28 May 1926
- ^{lii} The Times – 30 Dec 1927 and AGM report in The Times – 1 Jun 1928
- ^{liii} The Times – 9 Oct 1928
- ^{liv} Financial Times – 24 Aug 1929
- ^{lv} The Chemical Trade Journal and Chemical Engineer 1936
- ^{lvi} Yorkshire Post and Leeds Intelligencer - 21 Jan 1937
- ^{lvii} Liquidator's report to shareholders 21 Jun 1949
- ^{lviii} London Gazette 10 May 1949
- ^{lix} Cementkilns.co.uk

FIGURES

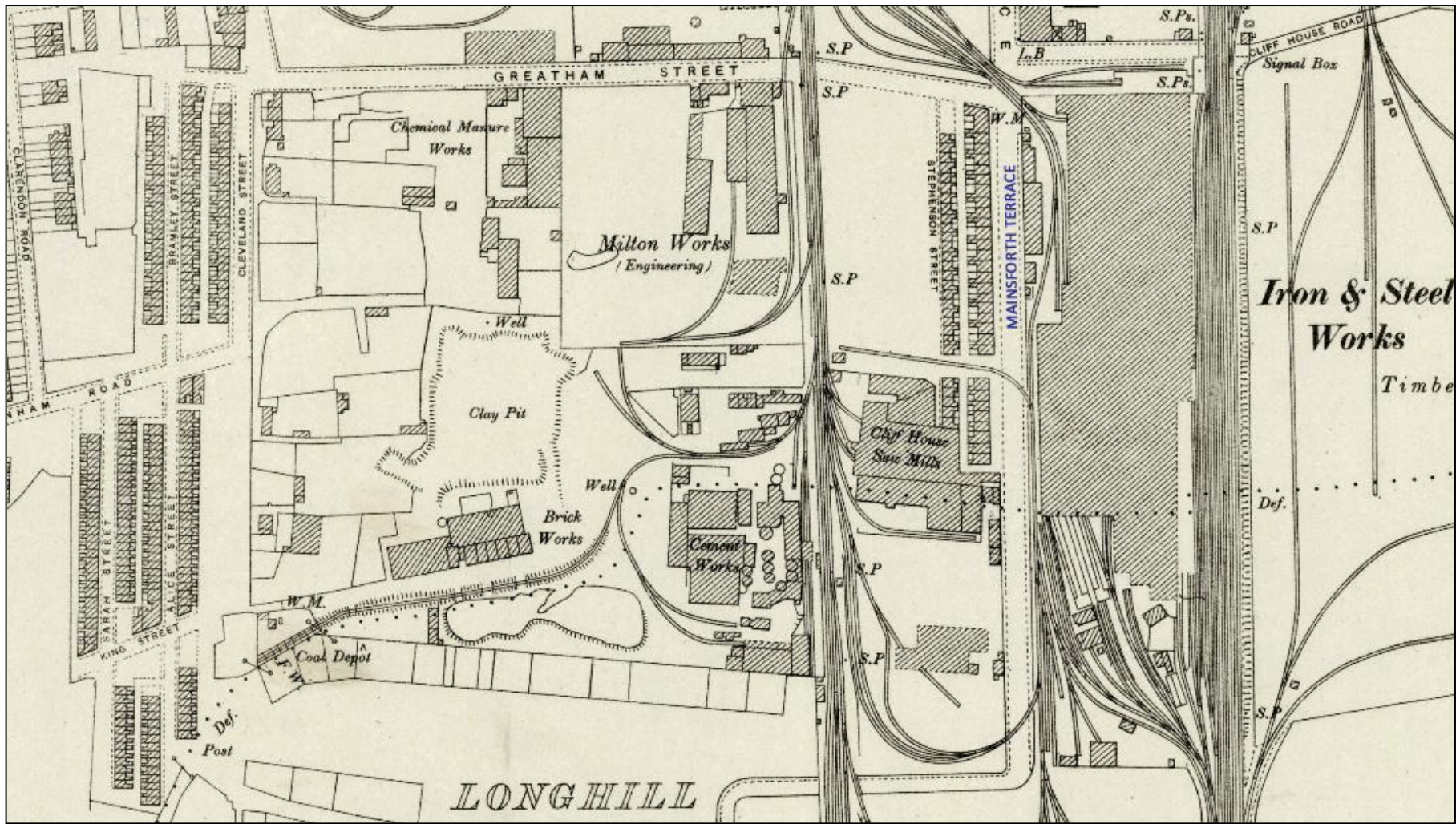


Figure 2 – 25" OS Map, Revised 1896 - showing cement works at Longhill, West Hartlepool, with the patent brick works alongside and the firm's coal depot bottom left

Reproduced with the permission of the National Library of Scotland Re-use CC-BY (NLS)



Figure 3 – 6" OS Map, Revised 1896 - showing Cowpen Bewley Brick Works
Reproduced with the permission of the National Library of Scotland Re-use CC-BY (NLS)

DESCENDANTS OF CHARLES TOWNSHEND CASEBOURNE

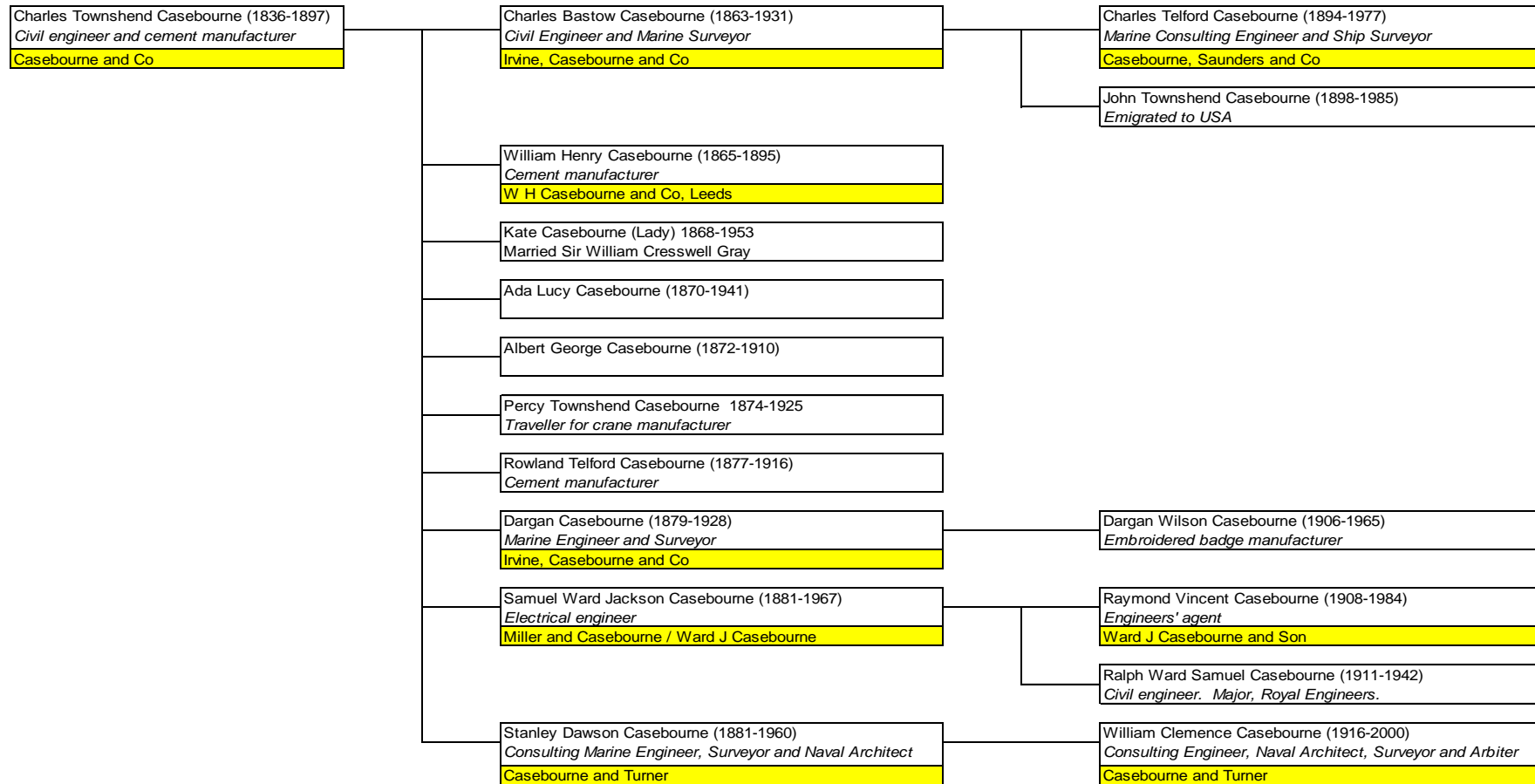


Figure 4

APPENDICES

In these appendices are some biographical notes of several people who appear in the Casebourne story, but who don't, in the writer's judgement, warrant a Graces Guide web page at present. If and when more information comes to hand, this judgement may change.

Appendix 1

Albert Lucas

Born 14 Apr 1843 at Brewery House, Sun Street, Hitchin, Hertfordshire, son of Joseph and Deborah Lucas. Joseph Lucas (1801-1877) was a member of the family brewing firm J. W. & S. Lucas of Sun Street Brewery, Hitchin, Herts.

1851 Census - Resided Brewery House, Sun Street, Hitchin with parents.

1861 Census - Not found with any confidence.

c1870 joined in partnership with C T Casebourne, cement manufacturers, West Hartlepool, trading as Casebourne and Lucas. How this came about is not apparent.

1870 Married Emma Eliza Wilhelmina Scaife 16 Jun 1870 at Stranton Church, West Hartlepool. Of the firm Casebourne and Lucas.^{lx}

1871 Census – at his parents' home in St Ippolyts (historically St Ippollitts), Herts., with wife. Probably a visitor, but not stated. Manufacturer.

1881 Census – resided The Green, Seaton Carew. Cement and Brick Manufacturer and Land Owner.

1882 Casebourne and Lucas became Casebourne and Co Limited. Albert Lucas initially owned 400 shares but was not a director. After his death, the majority of these had passed to two of his sisters.

Died 7 Feb 1887 at Woodbine Lodge, Thornton-le-Moor, Northallerton, Yorks.^{lxi} Apparently died intestate.

1891 wife a widow living on private means at 2 Marine Terrace, Marske.

1923 Emma Eliza Wilhelmina died 5 May 1923 in Berkshire.



Bibliography for Appendix 1

^{lx} Darlington & Richmond Herald - 18 Jun 1870

^{lxi} Yorkshire Post and Leeds Intelligencer - 12 Feb 1887

Appendix 2

Edward Cammiss

A tricky family history, and of little relevance really, but having captured the data I decided to include it. Cammiss is much misspelt in documents and badly transcribed by OCR.

Born 1840 at Blyth, Northumberland. Son of William Cammiss and his wife Frances (née Kenington).^{lxii}

1841 Census – Resided Cowpen Quay, Blyth, Northumberland, son of William Cammiss (Coast Guard) and Francis.

1851 Census – Not found

1861 Census – Lodger at Cornforth Brick Yard, Coxhoe, brick maker. Shows place of birth as Grimsby, which is puzzling.

1862 Of South Hetton. Married Ellen Postgate of Hart on 14 Jul 1862.^{lxiii}

1871 Census – Resided Low Spennymoor Village. Brick maker. As in the 1861 census, his place of birth is shown as Great Grimsby, Lincs.

1873 Death of his wife Ellen.^{lxiv}

1876 “Notice is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Brown, of Spennymoor, in the county of Durham, Licensed Victualler, and Edward Cammiss, of Spennymoor aforesaid, Brickmaker, as Brick and Tile Makers, at Spennymoor No. 1 Brick Works, in the said county of Durham, under the firm of Brown and Cammiss, has this day been dissolved by mutual consent. All debts due to the said firm will be received by the said John Brown, and all debts due from the said firm will be paid by him.—Dated this 28th day of August, 1876.”^{lxv}

1881 Census - Resided Cowpen Bewley (no address). Brick maker. Born in Blyth. Wife Sarah, (born Lincoln c 1842), of whom nothing has been found. No record of marriage found.

1883 Possible death of wife Sarah Cammiss. A burial is listed, though it is not in the civil register of deaths.^{lxvi} This makes me wonder whether they had actually married; the death could be under her maiden name.

1883 Married Hannah Todd.^{lxvii} She was his next door neighbour’s daughter in the 1881 census.

1885 patent 6,133 of 1885, sealed May 1886. Means and apparatus employed in the manufacture of bricks. It is understood that this patent relates to using of impure clays.

1890 Patent application in March - Improvements in, or relating to, brick moulds or dies.^{lxviii} Application in October – Improvements in the manufacture of bricks.^{lxix} One of these was granted as patent 16,633 of 1890, but which is not yet known.

1891 Census – Resided Railway Cottage, Cowpen Bewley. Brick manufacturer.

1891 Indication that later that year he moved to live in York Street, West Hartlepool, which aligns with the new brick works starting up in July.^{lxx}

1892 [Union Cement Company](#) building a brickworks at Wallsend using Cammiss Patent.^{lxxi} In 1894 they advertised Atlas Brand red pressed bricks made at Wallsend from washed screened clay using Cammiss Patent Process.^{lxxii} Some Atlas Wallsend bricks can be viewed at [this link](#).

1892 “Mr. Edward Cammiss, manager at Messrs. Casebourne & Co.'s (Limited) Brickworks, Cowpen Bewley, and New Patent Brickworks at West Hartlepool, has been elected a member of the Parisian Inventors' Academy. He has also received their first-class Diploma and Great Gold Medal for his Patent Bell-mouthed Brick Die. Mr. Cammiss is the inventor of the process of manufacturing pressed bricks from impure clay, and the first works erected were those of Messrs. Casebourne & Co. (Ltd.), West Hartlepool.”^{lxxiii}

1894-1895 Resided Lily House, Russell Street, West Hartlepool.^{lxxiv}

1894 Blyth Patent Brick Company Limited formed to take over the patent rights of “Cammiss’s process for manufacturing bricks from impure clay” granted to Edward Cammiss by Royal Letters Patent , no 6,133 of 1883 and No 16,633 of 1890.^{lxxv} Cammiss was a director, as was C T Casebourne, and Cammiss was to receive payment in shares in the company. It was planned to build a brick works in Blyth. The company was struck from the register 15 Sep 1896, without apparently ever having traded.

1895 County Court judgement for £13-13-10 on 16 Jan, of Lily House, West Hartlepool.^{lxxvi}
County Court judgement for £11-9-3 on 14 Jun, of Lily House, West Hartlepool.^{lxxvii}
County Court judgement for £19-15-9 on 27 Aug, of Cowpen Bewley.^{lxxviii}

1895 Tees Bridge Brick Company started up their new works using impure clays and utilising Cammiss’s patent dies.^{lxxix}

1897



1897 Receiving order issued against “Edward Cammiss residing at Coopen [sic] Bewley, near Billingham and William Bradshaw Cammiss, residing at the Tees Bridge Brickworks, Bowes-field-lane, Stockton-on-Tees, both in the County of Durham, (carrying on business as W. B. Cammiss at the Tees Bridge Brickworks, Bowesfield-lane, Stockton-on-Tees, aforesaid).^{lxxx} See report below. W B Cammiss was Edward’s son and he died the following year aged just 26.

Trustees were released Dec 1897 suggesting that the debts had been cleared.^{lxxxi}

The company continued to trade but in whose ownership is not apparent. It was still listed in Kelly’s directory of 1914 and appears on maps of 1927 revision.

FAILURE OF STOCKTON CONTRACTORS.

At the Tees-side Bankruptcy Court, held at Stockton to-day, before Mr Registrar Turner, Edward Cammis [sic], living at Cowpen Bewley, and Wm. Bradshaw Cammis, his son, living at the Tees Bridge Brickwork, Bowesfield-lane, Stockton, appeared for public examination.—The father was put in the box, and in answer to Mr J. R. Stubbs, Official Receiver, debtor said he had been carrying on business at the Tees Bridge Brickworks in partnership with his son, as contractors. They started that business in October, 1895, without any capital whatever, and his son lived on the premises. They traded under the name of W. B. Cammis, and he was also engaged as a contractor for Messrs Casebourne and Co. The firm owed £715 5s 2d to unsecured creditors, and he estimated that they had machinery which would realise £130, leaving a deficiency of £586 5s 3d. They had kept no books of account except a time-book. They had lost heavily on contracts, and had never been solvent since the firm commenced. There were no bricks on the works that belonged to him personally. In addition to the firm's business he had carried on business as a contractor, which business he commenced in 1879 with a capital of about £100. He had carried on that business entirely on his own account. It had nothing at all to do with the firm, and he now owed in connection with that business £2,968 11s 5d, and had no assets whatever. He sold his furniture about two years ago. He attributed his insolvency to loss in contacts and experiments in patents, and he thought he had been insolvent since about the latter part of 1892. He was the owner of two patents, and they had helped considerably to ruin him. Messrs Casebourne and Co. held the patents as security for the money he owed them.—William Bradshaw Cammis, upon being examined, said he had been in partnership with his father, as had been stated. He had never been in business before, and had no capital when he started. He had heard his father's statement, and corroborated all he had said. Both examinations were adjourned to the 20th inst.

Daily Gazette for Middlesbrough - 3 March 1897

1901 Census – Boarder at North Square, Whitley, Northumberland. Brick maker, worker. Married, but wife Hannah and children at 4 Wilfred Street, Bishopwearmouth.

1901 Charged at Durham Assizes with the rape of Ellen Taylor at Shadforth in October. He was discharged “bill not found”, i.e. the grand jury decided there was insufficient evidence to conduct a trial.^{lxxxii}

1911 Census – Resided 17 Boldon Lane, Harton Colliery, South Shields, with one daughter. Retired brick maker. Married but wife, Hannah, not living with him. She lived in John Street, Thornley, a boarding house keeper, with 3 of her children.

1914 Patent granted, no 14,221. “E. Cammiss, Shotton Colliery, Durham, and W. Hutchinson, Tynemouth, Northumberland, pulverising and sifting clay. An apparatus for pulverising clay and similar substances, and separating stones and the like therefrom, etc.”^{lxxxiii}

1915 Brick making plant for sale in Ashstead, Kent, included a “wire-cut brick making machine by Cammiss.”^{lxxxiv}

Edward died q3 1915, intestate, registered at Easington.

Hannah remarried in 1924 to a coal miner, Edward McGurk, though they are shown co-habiting and married in the 1921 census, and he was one of her boarders in 1911.

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- lxvi Durham Records Online – burials
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- lxviii Leeds Mercury - 22 Mar 1890
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- lxxii Newcastle Daily Chronicle - 1 Jun 1894
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- lxxxi London Gazette - 21 Dec 1897
- lxxxii Sunderland Daily Echo and Shipping Gazette - 20 Nov 1901
- lxxxiii Shields Daily News - 23 Oct 1914
- lxxxiv Mitcham Advertiser - 23 Jul 1915

Appendix 3

Alfred Charles Kimpton (1874-1937)

Another tricky piece of research. I had hoped to establish how a builder from Cork suddenly became a director of Casebourne and Co, and a Delegate Director of ICI, but with little success. Indeed he seems to have been something of a butterfly, business-wise. What follows is not coherent enough to put up a Graces Guide web page, but someone might find it useful as family history.

Alfred Charles Kimpton was born 22 Feb 1874 in Shoreditch, son of William Kimpton, a goldsmith/jeweller, and his wife Mary Ann née Branston.^{lxxxv}

1881 Census – resided 9 Prospect Place, Tottenham, with parents.

1891 Census – Not found

1899 Of the Incandescent Mantle Company Limited [*sic*] of London.^{lxxxvi} Actually the [Voelker Incandescent Mantle Limited](#).^{lxxxvii}

1899 Arrived Kingstown (now Dún Laoghaire), on a Royal Mail Steamer.^{lxxxviii}

1900 Kimpton was involved with the “Laffas System” of automatic braking for trains, a system invented by Mr. Jean Marie Laffas of France. The patent was owned by [Laffas Syndicate Limited](#) of London (inc. 1898) and it is believed that Kimpton was a director and/or secretary of the company. The system was first installed on the Vale of Glamorgan line of the Barry Railway in Jan 1900. Kimpton was present on behalf of the company at successful demonstrations on 16 and 29 Jan 1900.^{lxxxix} (illustration overleaf)

In September, a trial was arranged by Kimpton on the Cork, Bandon and South Coast Railway. Kimpton was described as representative in Cork and resident at the Stephen’s Hotel, Cork.^{xc} A further trial was made on the Great Southern and Western Line, again with Kimpton representing the company.^{xcii}

In Nov 1900, a demonstration installation was made on the Wirral Line of Cheshire Lines Railway. The demonstration was presented by Kimpton, described as the company’s “Experimenting Agent”.^{xcii} and arranged a demonstration on in Sep 1900.

The French adopted the system to a degree, and by late 1901 they had equipped 11 stations and 26 locomotives.^{xciii}

A very full description of the system can be read in the [Railway Magazine, 1900, Vol 6, page 567](#). Despite successful trials and very positive press, this seems to have been the end of this venture. It seems probable that as it would only work with continuously braked trains, and indeed would have been very problematic if only the engine brakes were suddenly applied on a loose coupled train. At the time an audible warning system, such as that of [Vincent Raven](#), was the preferred option.



1901 Married Helena McSweeney 5 Feb 1901 in St Patrick's Church, Cork. Company Director residing at the Hotel Metropole, Cork.^{xciv}

1901 Census - living with widowed father-in-law, Edward B McSweeney, at Ferncliffe Terrace, Cork. A Master Builder, as was his father-in-law. We will see that Kimpton became (or was already) a partner in the building firm E B McSweeney and Co.

1901 Resided Woodview, Glanmire, Co Cork. (birth of daughter Violet - 10 Nov 1901).^{xcv}

1903 Res Woodview, Glanmire, Co Cork. (birth of daughter Helena Teresa (Nellie) - 8 Apr 1903).^{xcvi}
 Nellie 20 Jan died 1911.

c1905-1911 a very active Conservative town councillor for Cork.

- 1906 Birth of son, Edward, 5 Feb 1906 in Cork.^{xcvii}
- 1908-09 Of Woodview, Glanmire, Co Cork, Builder.^{xcviii}
- 1910 Partner, with E McCarthy, in building firm E B McSweeney and Co., of St Luke's, Cork. (advert below). Edward B McSweeney was his late father-in-law who had [died in 1902](#)^{xcix}.
- 1911 Census – Res 8 York Terrace, Cork. Master Builder.
- 1912 Described himself as a contractor, and agent in Ireland for Durax paving ([Durax Dustless Roads Ltd.](#)) and in Munster for several asphalt pavements.^c
- 1914 Manager and Secretary of Cork and Ballycotton Motor Services (a bus and carrier company), 13 South Mall, Cork^{ci} (and advert below right).
- 1916 Directory^{cii} entry – A C Kimpton. Building Materials Merchant and agent for the “British Portland Cement and Lime Co Ltd” at 10 Union Quay, Cork. It is not clear that such a firm existed, and a later entry says agent for “Aberthaw & Rhoose, British Portland Cement and Lime Co Ltd.” at 9 Union Quay”. The correct name of the company was the “Aberthaw and Rhoose Point Portland Cement and Lime Co” (where [Rowland Telford Casebourne](#) was manager before the War - is this the missing link??). Note that there is no entry under builders and contractor, either as E B McSweeney, A C Kimpton or E McCarthy, so we might assume that he had quit this activity.
- 1917 Agent of the Aberthaw and Rhoose Portland Cement Company. (advert right)
- 1918 Maybe resided Royal Avenue Hotel, Belfast. Advert seeking tipper trucks and rails, purpose not stated.^{ciii}
- 1920 Appointed managing director of Casebourne and Co Ltd., cement manufacturers of Haverton Hill, County Durham. How this came about is a puzzle.
- 1921 Census – Resided the Grand Hotel, Victoria Road, West Hartlepool. Managing Director of cement works.
- 1926 Managing Director, Casebourne and Company (1926) Limited. (See body of paper)
- 1928 Resigned from Board of Casebourne and Company (1926) Limited on takeover by ICI.

E. B. McSWEENEY & CO.,
 (Partners: E. McCarthy, A. C. Kimpton).
GENERAL BUILDERS.

ALL Classes of Repairs to House Property undertaken at low prices. Owing to our War Department Contracts we always have a competent Staff of the following trades, and every description of building work in all its branches can be started immediately under personal supervision on receipt of postcard or telephone:—
 Plumbers, Masons and Bricklayers, Carpenters, Plasterers, and Slaters, Painters and Paperhangers.

ESTIMATES FREE.
OFFICE AND WORKS:
ST. LUKE'S, CORK.
 Telephone 563. 1286

Cork Examiner - Saturday 29 January 1910
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FOR HIRE.
 BY DAY, WEEK, MONTH.
MOTOR PARCELS CARRIER,
 3½ ton Chassis, or could be converted immediately into a Freight Car. For Particulars, apply:—
A. C. KIMPTON.
CORK AND BALLYCOTTON MOTOR SERVICE CO, Ltd.
 13, South Mall, Cork.
 Telephone—944.

Evening Echo (Cork) - Thursday 06 August 1914
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CEMENT.
TO MERCHANTS, BUILDERS AND CONTRACTORS.

LARGE STOCKS of “MITRE” BRAND British Portland Cement. Immediate deliveries, on Rail, ex-Store, or ex-Steamer. Steamer on Charter to arrive weekly.

THE ABERTHAW and RHOOSE PORTLAND CEMENT CO., Ltd., CARDIFF.
 Agent:—
A. C. KIMPTON,
 13, SOUTH MALL, CORK.

Cork Examiner - Tuesday 12 June 1917
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1929-30 Vice-president of the Billingham (Synthonia) Motor Club. It seems likely that he was a member of the Executive Board appointed in 1929 to control ICI's Billingham undertakings, as mentioned in the body of the paper.

1931 employed by ICI as a Delegate Director.^{civ}

1935-1937 Electoral Roll shows address as the Royal Thames Yacht Club, 60 Knightsbridge.

1937 A C Kimpton elected to the board of British Marine Aircraft Ltd.^{cv} Described as "Formerly delegate director of several ICI subsidiaries".

Died 2 Aug 1937 at 2 Beaumont Street, London. Of the Royal Thames Yacht Club, 60 Knightsbridge, London. Probate to Helena Kimpton, widow and their son Edward. She is shown as living at Gorthop, Church Street, Connah's Quay (Flintshire) with her son Edward (a motor engineer), but it is not thought that she lived in England or Wales for very long. She died 1967 in Dublin^{cvi}.

Bibliography for Appendix 3

^{lxxxv} Baptism Record, 19 Apr 1874 at Saint John The Baptist, Shoreditch

^{lxxxvi} Cambria Daily Leader - 26 May 1899

^{lxxxvii} Confirmed by address in original article vs PO Directory of London 1900.

^{lxxxviii} Freeman's Journal - 10 Jun 1899

^{lxxxix} Railway News - 20 Jan 1900

^{xc} Cork Examiner - 25 Aug 1900

^{xcj} Irish Independent - 13 Oct 1900

^{xcii} The Railway News - 10 Nov 1900

^{xciii} Railway News - 12 Oct 1901

^{xciv} [Irish Register of marriages](#)

^{xcv} Dublin Evening Mail - 13 Nov 1901

^{xcvi} Cork Examiner - 9 Apr 1903

^{xcvii} 1939 Register of England.

^{xcviii} Cork Examiner - 7 Jan 1908 and Evening Echo (Cork) - 11 Jun 1909

^{xcix} Irish register of deaths.

^c Cork Weekly News - 3 Aug 1912 and Dublin Builder - 27 Apr 1912

^{ci} Evening Echo (Cork) - 25 Jul 1914 and 11 July 1914

^{cii} Guy's Cork Almanac County and City Directory 1916

^{ciii} Belfast News-Letter - 24 Jan 1918

^{civ} Newcastle Daily Chronicle - 3 Jul 1931

^{cv} Liverpool Journal of Commerce - 13 May 1937 and Aberdeen Press and Journal - 3 May 1937

^{cvi} [Monumental Inscription.](#)

Appendix 4

George Thomas Reay (1855-1900)

Accountant for Casebourne and Lucas, then Secretary of Casebourne and Co Ltd..

Baptised 27 Jul 1856 at Christ Church, West Hartlepool, Durham, England, son of John and Ann Reay.

1861 Census – Resided Willington, Co. Durham. Father a warehouseman.

1871 Census – Resided Frederick Street, Stranton, West Hartlepool. Railway Clerk.

1881 Census – Resided Wolviston, (near Billingham). Accountant. Unmarried.

1882 Appointed Company Secretary to Casebourne and Co. Ltd. on registration.

1885 Directory entry – Resided Bellevue, West Hartlepool. Secretary to Casebourne and Co. Ltd.^{cvi}

1890 Directory Entry – Resided The Cedars, Westbourne Road, West Hartlepool. Secretary, Casebourne and Company Limited^{cviii}

1891 Census – Resided Westbourne Road, Stranton, West Hartlepool.. Secretary to Cement Works. Unmarried.

1894 Directory entry - Resided Westbourne Road, West Hartlepool.. Secretary for cement co.^{cix}

c1897 Left Casebourne and Co and moved to work for [Dickinson and Sons](#), marine engineers and boiler makers.

Died at his residence on 23 Aug 1900 from bronchitis, aged 46.^{cx} (right)

REAY.—On the 23rd, at 3, Burn-terrace, of acute bronchitis, George T. Reay, in his 46th year. Interment on Sunday. First part of the service at Stranton Church at one o'clock. No flowers by request. Friends, please accept this (the only) intimation.

DEATH OF G. T. REAY.

We regret to have to record to-day the death of Mr George T. Reay, which took place at 3, Burn Terrace, West Hartlepool, yesterday. Mr Reay was a gentleman held in great respect in the town and district, and the news of his death at the comparatively early age of 46 will be received with great sorrow by all who had the pleasure of knowing him. The deceased gentleman was a native of Seaton Carew, and for 35 years was connected with Messrs Casebourne's cement works, commencing there as a boy. Since he severed his connections with that firm, by whom he was held in high esteem, he has been with Messrs Dickinson and Sons. He was agent for the South-East Durham Conservative Association, and at one time was a member of the School Board. For a considerable time he was treasurer to the Athenaeum. He was an ardent Churchman, and attended Stranton Parish Church, being, we believe, a sidesman there. The interment will take place on Sunday, and the first part of the service will be at Stranton Church at 2 o'clock.

Northern Guardian (Hartlepool) - Friday 24 August 1900
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Bibliography for Appendix 4

^{cvi} Kelly's Directory of Durham 1885

^{cviii} Kelly's Directory of Durham 1890

^{cix} Whellan's Directory of County Durham 1894

^{cx} Northern Guardian (Hartlepool) - 24 Aug 1900; Newcastle Journal - 25 Aug 1900

Appendix 5

John Wright (1867-1940)

Company Secretary of Casebourne and Co Ltd. c1897 to c1914. Director of Casebourne and Co Ltd. c1914-1920.

Born 25 Jun 1867 at West Hartlepool. Son of William Cuthbert Wright, a shipwright.

1891 Manufacturer's clerk.

Married Phillis Ann Emmerson 9 Sep 1896 at Bishopwearmouth.

1897 Company Secretary, Casebourne and Co Ltd.

1901 Census – Resided 55 Osbourne Road, West Hartlepool, secretary to public company.

1911 Census – Resided Station Rd Eaglescliffe. Secretary to public company.

1912 Company Secretary, Casebourne and Co Ltd.

1914 Director, Casebourne and Co Ltd.

1920 resigned from Casebourne board on change of ownership.

1921 Resided Graitney House, Eaglescliffe. Cement Manufacturer, [Stockton Stone and Concrete Company](#). (Presumably a director, but this is not stated)

1939 Register Graitney House, Eaglescliffe. Builders' Merchant.

Died 22 Jan 1940, of Graitney House, Eaglescliffe.^{cx1} A notice relating to his estate states that he carried on business as a Builders' Merchant at 4 Mosley Street, Newcastle-upon-Tyne.^{cxii} This address feels very unlikely as this is a very fine listed building, a former bank, in the heart of the city's business and financial district. We can probably assume that this was just a registered office.

Bibliography for Appendix 5

^{cx1} Hartlepool Northern Daily Mail - 24 Jan 1940

^{cxii} Newcastle Journal - 12 Feb 1940