

- 1774 Leeds & Liverpool Canal opened from Liverpool to Gathurst, and then by Douglas Navigation to Wigan. The sections from Skipton to Gargrave, and Bradford to Shipley and Bingley also opened, including Bingley 5-rise Locks.
- 1777 Leeds & Liverpool Canal opened from Shipley to Leeds.
Work on constructing the main line ceases, all available capital having been spent.
- 1780 Canal, built under the Douglas Navigation Act, opened from Gathurst to Wigan.
- 1781 Douglas Navigation closed following the opening of the branch canal from Burscough to Rufford and Sollom Lock. The lock at Gathurst remains open to allow boats to reach coal wharves on the river in the immediate area.
- 1783 Second Leeds & Liverpool Canal Act passed, allowing the River Douglas Navigation to be purchased.
- 1785 Springs Branch leased from Lord Thanet.
- 1790 Third Leeds & Liverpool Canal Act passed, authorising the line to be altered to avoid the aqueduct at Whalley Nab.
- 1791 Building of the canal recommences westward from Gargrave.
- 1793 Bill for new route through East Lancashire presented, but fails because the Lancaster Canal receives its Act first.
- 1794 Fourth Leeds & Liverpool Canal Act passed, authorising the deviation through East Lancashire avoiding the Lancaster Canal between Chorley and Haigh.
- 1796 Leeds & Liverpool Canal opened to Burnley following the completion of Foulridge Tunnel.
- 1799 Southern section of the Lancaster Canal opened from Haigh to Wheelton.
- 1801 Leeds & Liverpool Canal opened from Burnley to Henfield.
- 1805 As a result of the Croston Drainage Scheme, the Rufford Branch is extended from Sollom Lock to Tarleton.
- 1810 Leeds & Liverpool Canal opened from Henfield to Blackburn.
The use of the Lancaster Canal between Heapey and Haigh agreed.
- 1816 Leeds & Liverpool Canal completed and opened throughout.
- 1819 Fifth Leeds & Liverpool Canal Act passed, authorising the construction of the Leigh Branch.
- 1820 Leigh Branch opened.
- 1843 First trial of steam powered tug.
- 1846 Liverpool Dock Branch opened after construction by Jesse Hartley, Liverpool's Dock Engineer.
- 1848 Leeds & Liverpool Canal Company takes over the carriage of merchandize.
- 1850 Merchandize traffic leased to railway consortium.
- 1864 Southern section of the Lancaster Canal leased by the Leeds & Liverpool Canal.
- 1867 Bradford Canal closed because of pollution to Bradford Beck.
- 1871 Steam tugs re-introduced.
- 1872 Bradford Canal re-opened with water pumped up from the L&LC at Shipley.
- 1874 Leeds & Liverpool Canal Company resume operation of merchandize traffic following the termination of the railway lease.
- 1878 Bradford Canal purchased by the Leeds & Liverpool Canal and the Aire & Calder Navigation.
- 1882 Basin at Liverpool reconstructed.
- 1891 Sixth Leeds & Liverpool Canal Act, authorising construction of Winterburn Reservoir.
- 1892 Seventh Leeds & Liverpool Canal Act, altering the rating of the canal.
- 1893 Leeds & Liverpool Canal, Rates, Tolls, and Charges Order introduced by Parliament.
- 1900 *circa* The lock into the River Douglas at Gathurst closes.
- 1905 Eighth Leeds & Liverpool Canal Act, extending the time allowed for the construction of further reservoirs.
- 1921 Canal Company disposes of its carrying fleet.
- 1922 Bradford Canal closes permanently.
- 1928 Ninth Leeds & Liverpool Canal Act, altering the tolls charged.
- 1930 Canal Transport Limited set up to undertake merchandize traffic.
- 1948 Following nationalisation, canal controlled by the Docks & Inland Waterways Executive.
- 1953 British Transport Waterways set up and take over responsibility for the canal.
- 1963 Regular traffic over the summit level ceases. British Waterways Board formed.
- 1964 Coal traffic on the main line finishes.
Last section of the canal in Liverpool sold for extension of Tate & Lyles sugar works. Canal basin filled in.
- 1972 Coal traffic on the Leigh branch ceases when Wigan Power Station closes.
- 1975-80 Several traffics tried on the canal, mainly Liverpool to Manchester or Esholt to Leeds.
- 1982 M65 built, altering canal line around Hapton.
- 1993 Bingley By-pass built, altering canal at bottom of 3-rise locks.
- 1998 Leeds & Liverpool Canal Society formed.
- 2012 Canal & River Trust takes over responsibility for the canal.

THE LEEDS & LIVERPOOL CANAL SOCIETY

The Society encourages greater understanding and appreciation of the canal, ensuring that its traditions and heritage are recorded and continued. We hold lectures, arrange guided walks, and provide information about the canal's history. A twice-yearly newsletter gives details of events and happenings, as well as publishing articles on the canal and its history.



Kennet at Bradley, near Skipton, in 2012.

Friends of Kennet

The Society owns *Kennet*, an unconverted working boat. Partly funded by the Heritage Lottery, *Kennet* has displays about canal life, and moves to venues along the canal.

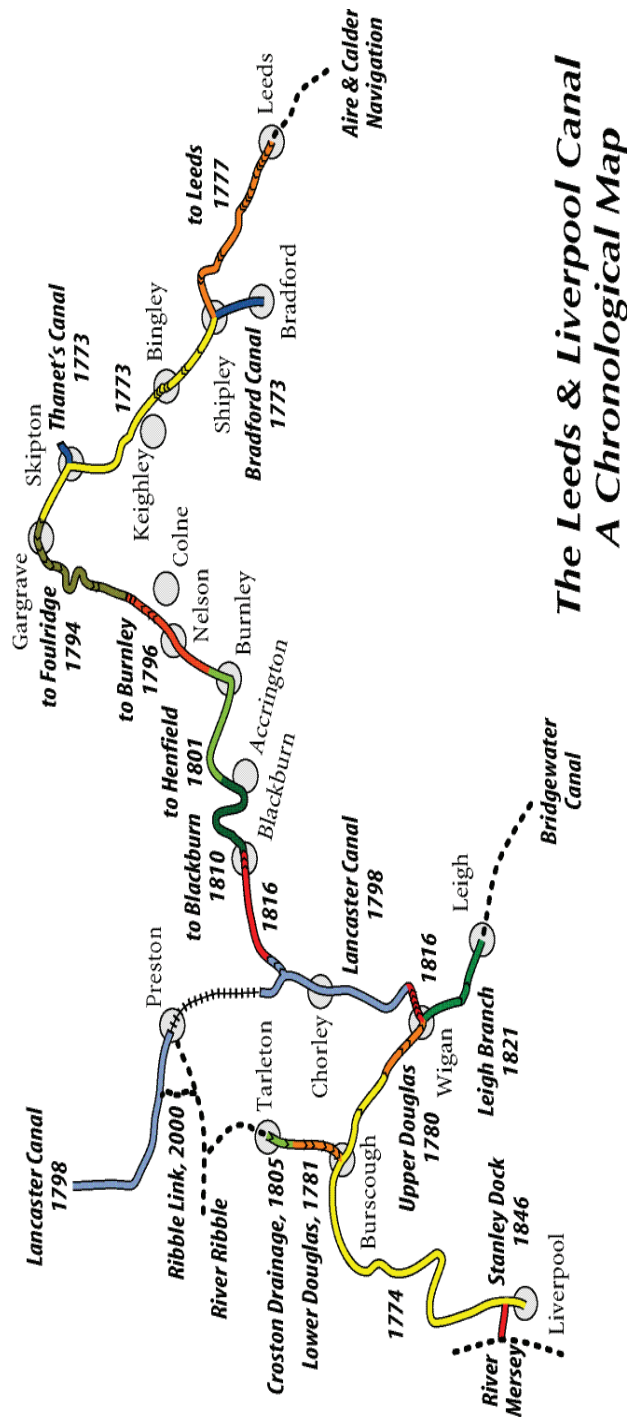
Friends of Kennet help maintain and move the boat, and arrange training sessions in boat handling and other facets of canal life. We are delighted to hear from people who would like to sponsor work on *Kennet* or to give a donation.

Email: friendsofkennet@gmail.com

Produced for the Leeds & Liverpool Canal Society, whose details can be found on its website at <http://www.llcs.org.uk> or from the Secretary:

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**The Leeds & Liverpool Canal
A Chronological Map**

L&LC CHRONOLOGY

- 1712 Navigations proposed by Thomas Steers for the River Douglas, to Wigan; and the Mersey & Irwell, to Manchester.
- 1720 River Douglas Navigation Act passed, with Thomas Steers and William Squire named as undertakers. Work starts at Croston Finney, but finances quickly run out.
- 1731 Alexander Leigh and others take over as undertakers for the Douglas Navigation.
- 1738 Work restarts on the Douglas Navigation.
- 1742 Douglas Navigation opened.
- 1744 Bill for the navigation of the River Aire from Bingley to Skipton rejected by Parliament.
- 1765 Canal from Leeds to Preston proposed by John Stanhope and surveyed by John Longbotham.
- 1767 Canal now to run from Leeds to Liverpool.
- 1769 Liverpool promoters suggest that the canal should pass through Burnley and Blackburn, instead of through Whalley as proposed by Longbotham.
- 1770 First Leeds & Liverpool Canal Act passed. This authorises a line via Skipton, Gargrave, Colne, Whalley, Walton-le-Dale, and Parbold. Earl of Thanet's Canal Act passed, permitting the construction of the Springs Branch, in Skipton.
- 1771 Bradford Canal Act passed.
- 1772 Alexander Leigh's shares in the Douglas Navigation purchased.
- 1773 Leeds & Liverpool Canal opened from Bingley to Skipton. Settle Canal Bill fails, as does the Leeds & Selby Canal Bill.