

			coal	irons tone	lime ston	lead		work begun	opened	closed	length			
Black Clough (or Beat) Colliery	Buxton	Derbyshire	*					1792		1809	at least 0.25 mile	possible reopened for a short time in the 1840s, Duke of Devonshire		
Boothstown Level	Worsley	Lancashire	*	*					1822					
Botany Bay Level	Pendlebury	Lancashire	*							before 1850	3km			
Butterley Tunnel	Ripley	Derbyshire	*	*					1794			transhipment of goods with Butterley Ironworks located above the tunnel		
Castle Hill system	Dudley	Worcestershire			*									
Crooke Colliery	Wigan	Lancashire	*							c1850	1km			
Donnington Wood Colliery	Oakengates	Shropshire	*					1764	1768			two levels, John Gilbert	3 ton capacity boats	
Dudley Tunnel	Dudley	Worcestershire			*									
Duke's Level	Grassington	Yorkshire				*		1796	1824			Cornelius Flint for Duke of Devonshire - link to John Gilbert, John Taylor later who reduces the size of the level being excavated		
Duke's Level	Burbage	Derbyshire	*					1770 for drainag e	1790 for navigation	1919 mining abandoned	2.25 miles	named after the Duke of Devonshire, served Buckett Engine Pit, John Gilbert probably involved	level possibly 4-5 feet wide, boats to carry 1 ton?	
Gwauncaegurwen Colliery	Clydach	Glamorganshire	*						1757?					
Harecastle Tunnel/Golden Hill system	Kidsgrove	Staffordshire	*	*					1775			John Gilbert involved		
Hillcarr Sough	Matlock	Derbyshire				*		June 1766	1784 to Greenfield Shaft, 1787 and other extensions	1880 mining has ceased	6.2km	cost £32,000, paid off within two years after completion. Richard Trevithick provides steam pump c1802. Becomes Alport Mining Co. in 1839 when JohnTaylor involved. John Gilbert involved with Stanton Inclosures Sough c1790.	boats used during construction, later boats used for construction of branches 36 feet long by 3 feet wide.	Farey
Hollingwood Navigation Level	Chesterfield	Derbyshire	*								2.8km	only 30cm lower than the Chesterfield Canal	boats 6.1m long carrying 7 ton	Farey
Holywell Level (Great Holway Mine)	Holywell	Flintshire				*	zinc	1774	1776		1.524km	From 1788 the level was developed as a tourist attraction, canal replaced by tramway		
Lord Ward's Tunnel	Dudley	Worcestershire	*		*			1775				became Tipton Tunnel when Dudley Tunnel opened in Oct 1792		
Magpie Sough	Bakewell	Derbyshire				*		1873	1881	c1900?		pen stocks within tunnel to raise water level for boats	boats 23 to 24 feet long, 4 feet wide, to carry 45-50 cwt	
Morwelldown Tunnel	Tavistock	Devon					copper, tin, arsenic	c1804	1816			Mines associated with tunnel: Wheal Crowndale, Gunnis Lake, Wheal Crebor		
Nent Force Level	Alston	Cumberland				*		10 June 1776	1810, higher drainage level continued from end of navigable section, completed 1842	1900 or later for boating	4km, navigable section, total 4.25 miles	John Gilbert (involved with mining leases in the area with Earl of Carlisle and others in 1771) and John Smeaton involved (Smeaton and Richard Walton were Receivers for the Hospital), sough built navigable for spoil removal, possibly at Gilbert's suggestion. John Taylor involved later, 1823c. Owner Greenwich Hospital Estates. Original level small, enlarged (for boats?) in 1777/8. By 1805 11,472 feet driven, agreed to use boats for removing rubbish. By 1810 Lovelady Shield shaft reached, 13,325 feet. Navigable section ends here.	total cost £81,000, mining ceases c1951 in the area	
Parnall's Canal	St. Austell	Cornwall					tin		c1770	c1850	183m		boats 1.8m long, 1.4m broad with 0.3m draft	
Pie Tor End Sough	Bradwell	Derbyshire				*			1802					
Punchard (or Stones) Level	Arkengarthdale	Yorkshire				*			prior to 1860			may not have been used by boats; too small		

Rain Hall Rock Quarry	Barnoldswick	Yorkshire			*			1796	c1900?		Two tunnels provide access to quarry		
Ridgeway (or Wakebridge) Sough	Wirksworth	Derbyshire				*		1803	1811	1km			
Nantymwyn Mine	Llandovery	Carmarthenshire				*		1785 Deep Level, 1798 Boat Deep Level	1900 (mine)	731m Deep	Two levels		
Speedwell Level	Castleton	Derbyshire				*		1774	1781	1790	only mine canal built exclusively for transport, John Gilbert involved	boats 3.7m long, 0.9m wide, level 2.1m wide	
Baron Mure's Mine	Cauldwell	Ayrshire	*					1770		2 miles?	James Watt suggestion	boats 6 feet by 30 feet with draft 18 inches carrying 4.5 tons, canal 2 feet deep and 9 feet wide, possibly surface section	
Stevenson Colliery	Saltcoats	Ayrshire	*					1770	1772	by 1830			
Wet Earth Colliery	Pendlebury	Lancashire	*							before 1860	915m		
Worsley system	Worsley	Lancashire	*					1759	1759	1887	John Gilbert involved		
Wren's Nest system	Dudley	Worcestershire			*			c1805	1815	1924			
Ape Tor Level	Ecton Hill	Staffordshire				*	copper		1764 (Level) and 1767 (Sough)	1774 (Sough) and 1788 (Level)	John Gilbert one of lessees, two navigable levels, John Taylor involved later		
Clyn-du Level	nr. Swansea		*						1760-70?		engineers possibly Robert Morris and William Edwards	Boats 20 feet by 3 feet, carrying four tons, level 4 feet 7.5 inches wide	
Meerbrook	ENE of Wirksworth	Derbyshire						1773			1.5 mile	cost £45,000	Farey
Tankerville or Bog Mine		Shropshire									1.75 mile	fall on the adit required several staunches to make it navigable	
Tar Tunnel	Coalbrookdale	Shropshire	*					1787		1843 for tar	915m	commenced as coal level, but natural bitumen found instead	
Drumglass Colliery	Coalisland	Co. Tyrone	*					1767				inclines used instead	tub boats of 12 ton capacity
Tyneside			*					1750?					
Sheffield and Attercliffe Park	Sheffield	Yorkshire	*					1787					
Doonane Collieries	Castlecomer	Leix/Kilkenny	*					1803/4			2 miles?	Israel Rhodes for Grand Canal Co. proposed branch from Athy for drainage and transport, in the mines a drainage tunnel could be enlarged for boats. David Aher surveys tunnel after Rhodes returns to England in 1804.	
South Tyne 'Canal'	Garrigill	Cumberland				*		1771 or 2	not completed			Nine feet square, only 180-200 feet driven, see Nent Force Level for other details	