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Thomas Telford (1757-1834) was born in 1757 in Eskdale, a remote Scottish valley close to the England border. He was raised by his mother as his father, a shepherd, died when he was a few months old. He left school at age 12 to work for a local stonemason. At age 25 he moved to London.

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Thomas Telford's name is familiar, his story less so. Thomas was born in 1757 in the Scottish Borders; his father died in Thomas' infancy,

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the world with his revolutionary engineering and whose genius we still benefit from today. Thomas Telford may have been born into poverty but he became one of Britain's most important engineers, changing the shape of Britain forever; the creations that resulted from his skill, ambition and obsessive hard work span its length and breadth still.

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Man of Iron: Thomas Telford and the Building of Britain ...

Thomas Telford L. T. C. Rolt, Longmans (1958) Thomas Telford, Penguin (1979), ISBN 0-14-022064-X; Thomas Telford, Engineer, Thomas Telford Ltd (1980), ISBN 0-7277-0084-7; Man of Iron: Thomas Telford and the Building of Britain, Julian Glover, Bloomsbury Publishing (2017), ISBN 9781408837467; See also

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Thomas Telford - Wikipedia

Julian Glover now brings forward the man behind the name. There is brilliance and beauty in Thomas Telford's work. With his revolutionary vision, Telford invented the modern road and created the backbone of our national road network, tying England, Scotland, Ireland and Wales together, resulting in his being dubbed 'The Colussus of Roads'.

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Man of Iron: Thomas Telford and the Building of Britain ...

In Julian Glover ' s superb new biography, Thomas Telford is seemingly always on endless coach journeys, striding across a Scottish hillside, rushing to attend a meeting, drafting plans or scribbling letters by lamplight in some rough roadside inn. Well into his seventies, he remained on the road, dashing between dozens of projects.

Books in brief—Man of Iron: Thomas Telford by Julian ...

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About Man of Iron The enthralling biography of the shepherd boy who changed the world with his revolutionary engineering and whose

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Man of Iron: Thomas Telford and the Building of Britain ...

Man of Iron: Thomas Telford and the Building of Britain. Julian Glover. Bloomsbury, pp. 416, £ . During David Cameron ' s years as prime minister, an unobtrusive figure could be seen slipping out ...

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boy who changed the world with his revolutionary engineering and whose genius we still benefit from today Thomas Telford's name is familiar; his story less so. Born in 1757 in the Scottish Borders, his father died in his infancy, plunging the family into poverty. Telford's life soared to span almost eight decades of gloriously obsessive, prodigiously productive energy. Few people have done more to shape our nation. A stonemason turned architect turned engineer, Telford invented the modern road, built churches, harbours, canals, docks, the famously vertiginous Pontcysyllte aqueduct in Wales and the dramatic Menai Bridge. His constructions were the greatest in Europe for a thousand years, and - astonishingly - almost everything he ever built remains in use today. Intimate, expansive and drawing on contemporary accounts, Man of Iron is the first full modern biography of Telford. It is a book of roads and landscapes, waterways and bridges,

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but above all, of how one man transformed himself into the greatest engineer Britain has ever produced.

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constructions were the most stupendous in Europe for a thousand years, and – astonishingly – almost everything he ever built remains in use today. Telford was a complex man: a shepherd's boy who loved the countryside but helped industrialise it; an ambitious man who cared little for accolades; highly sociable and charming, but peculiarly private about his personal life; and an engineer who was also a poet. He cherished a vision of a country connected to transform mobility and commerce: his radical politics lay not in ideas but the creation of useful, solid things. In an age in which economics, engineering and national identity came together, Thomas Telford's life was a model of what can be achieved by persistence, skill and ambition. Drawing on contemporary accounts, this, the first full modern biography of Telford, at once intimate and expansive, is an utterly original portrait. It is a book of roads and landscapes, waterways and bridges, but above

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The enthralling biography of the shepherd boy who changed the world with his revolutionary engineering and whose genius we still benefit from today. Thomas Telford may have been born into poverty but he became one of Britain's most important engineers, changing the shape of Britain forever; the creations that resulted from his skill, ambition and obsessive hard work span its length and breadth still. For too long, his extraordinary achievements have been overlooked, and his life left unexamined. Julian Glover now brings forward the man behind the name. There is brilliance and beauty in Thomas Telford's work. With his revolutionary vision, Telford invented the modern road and created the backbone of our national road network, tying England,

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Scotland, Ireland and Wales together, resulting in his being dubbed 'The Colossus of Roads'. His elegant bridges are the greatest of the pre-twentieth century, the Menai Bridge a wonder of its time and our own while the famous Pontcysyllte aqueduct in Wales with its dramatic and alarming exposed heights is a UNESCO world heritage site and still a huge draw for tourists. Yet Telford was no lone genius and his engineering triumphs were a physical manifestation of a new industrial and imperial power: Great Britain. It was an age of incredible ingenuity and ambition and rivalries ran high. It was a time of great energy and drama – and possibilities. Drawing on colourful contemporary accounts and travelling by horse to understand better the journeys we undertook before Telford's work transformed them, Julian Glover examines the stories behind Telford's greatest achievements and explores what in that time enabled him to flourish. At once intimate

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and expansive, this illuminating biography brings to life that most creative of eras and places Telford both at its heart and amongst the ranks of our greatest Britons.

Thomas Telford's life was extraordinary: born in the Lowlands of Scotland, where his father worked as a shepherd, he ended his days as the most revered engineer in the world, known punningly as The Colossus of Roads. He was responsible for some of the great works of the age, such as the suspension bridge across the Menai Straits and the mighty Pontcysyllte aqueduct. He built some of the best roads seen in Britain since the days of the Romans and constructed the great Caledonian Canal, designed to take ships across Scotland from coast to

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coast. He did as much as anyone to turn engineering into a profession and was the first President of the newly formed Institution of Civil Engineers. All this was achieved by a man who started work as a boy apprentice to a stonemason. rn He was always intensely proud of his homeland and was to be in charge of an immense programme of reconstruction for the Highlands that included building everything from roads to harbours and even designing churches. He was unquestionably one of Britain's finest engineers, able to take his place alongside giants such as Brunel. He was also a man of culture, even though he had only a rudimentary education. As a mason in his early days he had worked alongside some of the greatest architects of the day, such as William Chambers and Robert Adams, and when he was appointed County Surveyor for Shropshire early in his career, he had the opportunity to practice those skills himself, designing two

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imposing churches in the county and overseeing the renovation of Shrewsbury Castle. Even as a boy, he had developed a love of literature and throughout his life wrote poetry and became a close friend of the Poet Laureate, Robert Southey. He was a man of many talents, who rose to the very top of his profession but never forgot his roots: he kept his old masons' tools with him to the end of his days. rn There are few official monuments to this great man, but he has no need of them: the true monuments are the structures that he left behind that speak of a man who brought about a revolution in transport and civil engineering.

History of Construction Cultures Volume 1 contains papers presented at the 7ICCH – Seventh International Congress on Construction History, held at the Lisbon School of Architecture, Portugal, from 12

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to 16 July, 2021. The conference has been organized by the Lisbon School of Architecture (FAUL), NOVA School of Social Sciences and Humanities, the Portuguese Society for Construction History Studies and the University of the Azores. The contributions cover the wide interdisciplinary spectrum of Construction History and consist on the most recent advances in theory and practical case studies analysis, following themes such as: - epistemological issues; - building actors; - building materials; - building machines, tools and equipment; - construction processes; - building services and techniques ; -structural theory and analysis ; - political, social and economic aspects; - knowledge transfer and cultural translation of construction cultures. Furthermore, papers presented at thematic sessions aim at covering important problematics, historical periods and different regions of the globe, opening new directions for Construction History research. We

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are what we build and how we build; thus, the study of Construction History is now more than ever at the centre of current debates as to the shape of a sustainable future for humankind. Therefore, History of Construction Cultures is a critical and indispensable work to expand our understanding of the ways in which everyday building activities have been perceived and experienced in different cultures, from ancient times to our century and all over the world.

Tim Hunkin's wild and wonderful cartoons tell the story of a day in the life of domestic hi-tech. How did a Viking do the ironing? What's the least smelly kind of loo? Could you get a nasty shock when you wash your hands? Who had the first fridge? Answers inside. This book is based on The Secret Life of the Home, a new gallery at the Science Museum.

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An essential exploration of the engineering aesthetics of celebrated structures from long-span bridges to high-rise buildings What do structures such as the Eiffel Tower, the Brooklyn Bridge, and the concrete roofs of Pier Luigi Nervi have in common? According to *The Tower and the Bridge*, all are striking examples of structural art, an exciting area distinct from either architecture or machine design. Aided by stunning photographs, David Billington discusses the technical concerns and artistic principles underpinning the well-known projects of leading structural engineer-artists, including Othmar Ammann, Félix Candela, Gustave Eiffel, Fazlur Khan, Robert Maillart, John Roebling, and many others. A classic work, *The Tower and the Bridge* introduces readers to the fundamental aesthetics of engineering.

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A celebration of the life and engineering achievements of Isambard Kingdom Brunel by two of the world's foremost authorities. In his lifetime, Isambard Kingdom Brunel towered over his profession. Today, he remains the most famous engineer in history, the epitome of the volcanic creative forces which brought about the Industrial Revolution - and brought modern society into being. Brunel's extraordinary talents were drawn out by some remarkable opportunities - above all his appointment as engineer to the new Great Western Railway at the age of 26 - but it was his nature to take nothing for granted, and to look at every project, whether it was the longest railway yet planned, or the largest ship ever imagined, from first principles. A hard taskmaster to those who served him, he ultimately sacrificed his own life to his work in his tragically early death at the age of 53. His legacy, though, is all around us, in the railways and bridges

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that he personally designed, and in his wider influence. This fascinating new book draws on Brunel's own diaries, letters and sketchbooks to understand his life, times, and work.

The Newcastle Coal-Field George Stephenson's Early Years. - Newburn and Callerton, George Stephenson Learns to be an Engine Man. - Marriage, Engineman at Willington Quay and Killingworth, Engine Curing. - The Stephensons at Killingworth, Education and Self-education, Colliery Engineer. - The Locomotive Engine, George Stephenson Begins its Improvement, Steam-blast. - Invention of the "Geordy" Safety Lamp. - George Stephenson's Further Improvements in the Locomotive, Robert Stephenson as Viewers Apprentice and Student. - George Stephenson Engineer of the Stockton and Darlington Railway. - The Liverpool and Manchester Railway

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Projected, George Stephenson Appointed Engineer. - Parliamentary Contest on the Liverpool and Manchester Bill, The Act Passed. - Chat Moss, Construction of the Liverpool and Manchester Railway. - Robert Stephenson in Colombia, The Battle of the Locomotive, The "Rocket"--Opening of the Liverpool and Manchester Railway and Extention of the Railway System. - The London and Birmingham Railway Constructed, Kilsby Tunnel. - Manchester and Leeds, Midland, and Other Railways, General extention of railways and their results. - George Stephenson's Coal Mines, Opinions on railway speeds, Railway mania. - Robert Stephenson's Career, East Coast Route to Scotland, High Level Bridge, Newcastle. - Chester and Holyhead Railway, Menai abnd Conway Bridges. - Closing Years of George Stephenson's Life, Illness and Death. - Robert Stephenson's Victoria Bridge, Lower Canada, Illness and Death, The Stephenson's

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