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

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, 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.

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Man of Iron: Julian Glover, Daniel Philpott: 0191091439791 ...

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

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

Man of Iron: Thomas Telford and the Building of Britain by Julian Glover review – the colossus of roads This is an evocative biography of Britain's greatest civil engineer, who can take the credit...

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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

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 ...

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'.

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

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

About Man of Iron 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.

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 ...

*Man of Iron* *by* *Julian Glover*

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The enthralling Sunday Times–bestselling biography of the shepherd 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, but above all, of how one man transformed himself into the greatest engineer Britain has ever produced.

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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 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 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.

In August 1897 young Belgian commandant Adrien de Gerlache set sail for a three-year expedition aboard the good ship Belgica with dreams of glory. His destination was the uncharted end of the earth: the icy continent of Antarctica. After a series of costly setbacks the commandant faced two bad options: turn back in defeat and spare his men the devastating Antarctic winter, or recklessly chase fame by sailing deeper into the freezing waters. Sanction tells the harrowing true survival story of an expedition that went terribly awry, of the ship stuck fast in the icy hold of the Bellingshausen Sea, the crew trapped inside for the entire sunless, Antarctic winter. -- adapted from jacket

What makes WiFi faster at home than at a coffee shop? How does Google order search results? Is it really true that everyone on Facebook is connected by six steps or less? The Power of Networks answers questions like these for the first time in a way that all of us can understand. Using simple language, analogies, stories, hundreds of illustrations, and no more math than simple addition and multiplication, Christopher Brinton and Mung Chiang provide a smart and accessible introduction to the handful of big ideas that drive the computer networks we use every day. The Power of Networks unifies these ideas through six fundamental principles of networking. These principles explain the difficulties in sharing network resources efficiently, how crowds can be wise or not so wise depending on the nature of their connections, why there are many layers in a network, and more. Along the way, the authors also talk with and share the special insights of renowned experts such as Google’s Eric Schmidt, former Verizon Wireless CEO Dennis Strigl, and “fathers of the Internet” Vint Cerf and Bob Kahn.

“A truly wonderful social history of a tragic and unexplained shipping disaster. Five Stars.”—Scottish Field The wrecking of the RMS Tayleur made headlines nearly 60 years before the Titanic. Both were run by the White Star Line, both were heralded as the most splendid ships of their time and both sank in tragic circumstances on their maiden voyages. On 19 January 1854 the Tayleur, a large merchant vessel, left Liverpool for Australia; packed with hopeful emigrants, her hold stuffed with cargo. More than a century after the tragedy, Gill Hoffs reveals new theories behind the disaster and tells the stories of the passengers and crew on the ill-fated vessel: Captain John Noble, record breaking hero of the Gold Rush era. Ship surgeon Robert Hannay Cunningham and his young family, on their way to a new life among the prospectors of Tent City. Samuel Carby, ex-convict, returning to the gold fields with his new wife and a fortune sewn into her corsets. But the ship's revolutionary iron hull prevented its compasses from working. Lost in the Irish Sea, a storm swept the Tayleur and the 650 people aboard towards a cliff, studded with rocks “black as death.” What happened next shocked the world. “Hoffs has recounted this awful tragedy with such description and dedicated research that you can almost imagine yourself on the deck of this unfortunate vessel. . . . An excellent read.”—Suzie Lennox, author of Bodysnatchers “A little masterclass in how to hold a reader enthralled by a tale of long-ago tragedy at sea.”—Diver Net

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 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 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.

Bridges are remarkable structures. Often vast, immense, and sometimes beautiful, they can be icons of cities. David Blockley explains how to read a bridge, how they stand up, and how engineers design them to be so strong. He examines the engineering problems posed by bridges, and considers their cultural, aesthetic, and historical importance.

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