Isambard Kingdom Brunel

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The Works of Isambard Kingdom Brunel
SS Great Britain
Isambard Kingdom Brunel, 1806-1859
Isambard Kingdom Brunel
The Lost Works of Isambard Kingdom Brunel
The Brunels, Father and Son
The 19th Century Water Industry
The Intemperate Engineer
George and Robert Stephenson
The First Atlantic Liner
Brunel's Three Ships
Brunel's Big Railway
The Ocean Railway
The Life of Isambard Kingdom Brunel
Civil Engineer
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Civil Engineer
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Through Time
Re-reading Isambard Kingdom Brunel
The Ocean Railway
Reproduction of the original: The Life of Isambard Kingdom Brunel by Isambard Brunel
This biography of Brunel by his son covers: his early life; the Clifton suspension bridge; his work on the Great Western Railway and the South Devon Railway; railway bridges and viaducts; his work on steam navigation and steam-ships; docks and pier works; miscellaneous works; his professional opinions and practice, and his private life. 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 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.

Isambard Kingdom Brunel is a huge name in British engineering history and his designs revolutionised public transport and modern engineering. Although his projects were not always successful, they often contained innovative solutions to long-standing engineering problems. During his short career, Brunel not only created the Great Western Railway and constructed numerous important bridges and tunnels, but he achieved many engineering 'firsts', including assisting in the building of the first tunnel under a navigable river and development of SS Great Britain, the first propeller-driven ocean-going iron ship, which was at the time also the largest ship ever built. Adrian Vaughan takes a unique angle in writing this book and delves into Brunel's largely unpublished letters and writings, concentrating on his early diaries, detailing his work in planning and constructing the Great Western Railway, his relationships with assistants and contractors, enemies and close friends and with his relations, revealing much about this great man. Vaughan aims to make readers feel that they are standing next to Brunel as he works at his desk and are with him travelling through Victorian Britain. They will feel the detail of his worries, his difficulties and tensions and ultimately realise his humanity, his genius and his fallibility. The son of a French engineer, Kingdom's first notable achievement was the part he played with his father in planning the Thames Tunnel from Rotherhithe to Wapping, completed in 1843. He was responsible for the design of several famous ships but the work for which he is probably best remembered is his construction of a network of tunnels, bridges and viaducts for the Great Western Railway. This documentary-style book recounts Kingdom's life in an absorbing, easy to read narrative that brings history to life in an wonderful
and accessible way to children. The battlecruiser is perceived by many as the most glamorous of warships, remembered for its triumphs and tragedies in both world wars. Often forgotten are its lineal ancestors, the big cruisers that were constructed as capital ships for distant waters, as commerce raiders, and as fast scouts for the battlefleet during the last decades of the nineteenth century and the first years of the twentieth. In this new book by bestselling author Aidan Dobson, the 200 or so big cruisers that were built for the world’s navies from 1865 are described and analysed in detail. The type came into being in the 1860s when the French built a series of cruising ironclads to project its power in the Far East. Britain followed suit as did Russia. By the 1890s the general adoption of these fast, heavily-armed and moderately armoured vessels ushered in the golden age of the big cruiser. These great ships would go on to be key combatants in the Spanish-American and Russo-Japanese wars, the Japanese employing them within the battlefleet in a manner that heralded later battlecruiser tactics. In Britain, in reply to the launch of the big Russian _Rurik_ in 1890, there was spawned the freakishly huge HMS _Powerful_ and HMS _Terrible_—ships that underlined the public’s view of the glamour of the ‘great cruiser’. Indeed, the two ships’ cap-tallies became ubiquitous on the sailor suits of late Victorian British children. In some navies, particularly those of South American republics, the big cruiser became the true capital ship, while the Italians built the _Giuseppe Garibaldi_ as a more affordable battleship. By the beginning of the twentieth century the type became yet bigger and guns approached battlefleet size; with HMS _Invincible_ the British created what was, in 1912, officially dubbed the ‘battlecruiser’. Despite their growing obsolescence in the new century some had remarkably long careers in patrol and other subsidiary roles, the Argentine _Garibaldi_ still sailing as a training ship in the 1950s. The design, development and operations of all these great vessels is told with the author’s usual attention to detail and depth of analysis and will delight naval enthusiasts and historians of the late nineteenth and early twentieth centuries. The first history of Brunel’s lost works, by acknowledged Brunel expert. Brunel Isambard Kingdom Brunel. One of the most famous engineers the United Kingdom has ever produced. A man who put his stamp on his own country in the most visible way possible; through the construction of bridges and tunnels that stand to this day and by transforming both the landscape and the nature of society. In 2002, Brunel was voted the second Greatest Briton of all time in a BBC survey, second only to Winston Churchill and putting names such as Darwin, Shakespeare, and Newton behind him. In 2006, numerous events were held across the United Kingdom in celebration of Brunel’s 200th birthday. There are few engineers with such a long-lasting and widespread legacy. Inside you will read about ✓ The Foundations ✓ Brunel and Son ✓ The Great Western Railway ✓ Brunel the Shipbuilder ✓ Bridge over the River Tamar And much more! This book will tell the story of the man known affectionately as “the Little Giant,” through telling the story of the incredible achievements that made him a household name in his own lifetime and to the present day. Marc Isambard Brunel, father of the nation’s favourite industrial engineer, Isambard Kingdom Brunel, should have as great a claim on fame as his well-championed son. In this biography, Bagust narrates Brunel’s life from his birth in France, through his struggle for recognition in Britain to his ultimate acceptance & success. Few men have rightly earned the title of genius, but one must surely be Isambard Kingdom Brunel. In his short lifetime he pioneered the railways, built bridges, tunnels and termini. He also built three ships - the Great Western, Great Britain and Great Eastern. Each one contributed more to the development of maritime engineering than any other vessel built before or since. This book tells the story of Brunel and his three ships, from the time that the Great Western developed from a dream to a reality, until the recent years. In 1970 the Great Britain, the only one of the three surviving, was rescued from a windswept cove in the Falkland Islands and brought home to Britain. She was restored in Bristol, in the same dock in which she was built, and she now looks exactly as she did in 1843. There she will stay, a proud example of British engineering in the nineteenth century and a fitting memorial to her brilliant designer. Isambard Kingdom Brunel was Britain’s greatest engineer, he was the man who built everything on a huge scale, he built Britain’s biggest ship, some of Britain’s most spectacular bridges, a tunnel under the Thames and the finest railway line in Britain, the London to Bristol route of the Great Western Railway. Everything he did was on a scale not seen before, not just in Britain, but in the world. Brunel left a legacy of industrial architecture and design, from the vaulted roof of Paddington station to the SS Great Britain, the first true ocean greyhound, from the Clifton Suspension Bridge to the Tamar Bridge, which bears his name on its
approaches. His life was one of superlatives - bigger, wider, taller and faster. Nearly drowning in the Thames Tunnel, he eventually suffered a stroke aboard his Great Eastern, the world's largest vessel for almost half a century, and died two days before her maiden voyage. As the historian Dan Cruikshank put it, Brunel was quite simply 'a one-man Industrial Revolution'. Here, John Christopher tells the story of the man and his tunnels, bridges, railways, ships and buildings, with many new illustrations accompanying the old, showing the changes time has made to Brunel's greatest legacy - the things he designed and built that we still take for granted and use every day, over a century and a half since his death. The first ever history of Isambard Kingdom Brunel's forgotten first ship, the SS Great Western, the fastest and largest Atlantic Steamship of its day. This is a new biography of two great British engineering pioneers, who did much to develop the world we now live in. George and Robert Stephenson, were at the forefront of early railways and were at the cutting edge of modern engineering history. Industrial historian Anthony Burton looks into these two giants of the late Georgian and early Victorian age, who were responsible for the development of much of the early railway map in both Britain and other parts of the world. The work examines the lives of the two men and their ability to overcome some of the most pressing engineering problems of their time. This is a new work, with newly researched material published here for the first time, which take a fresh look at both pioneering engineers and their achievements. The history of the planet Earth has become splintered, each splinter vying to become the prime reality. But there can only be one true history. The Doctor has a plan to ensure that the correct version of history prevails -- a plan that involves breaking every law of Time. But with the vortex itself on the brink of total collapse, what do mere laws matter? From the Bristol riots of 1831, to the ruins of the city in 2003, from a chance encounter between a frustrated poet and Isambard Kingdom Brunel, to a plan to save the human race, the stakes are raised ever higher -- until reality itself is threatened. The great transatlantic steamship lines revolutionized Anglo-American commerce and travel. In a wave of British and American entrepreneurial zeal, the ploddingly slow, ugly and uncomfortable vessels of the early 19th century were transformed into vast, swift, graceful and often luxurious ocean-going liners. Isambard Kingdom Brunel. Three names. Three people in one. Born in Portsmouth on 9 April 1806, there was Brunel the great engineer, who would habitually throw out the rule book of tradition and established practice, and start again with a blank sheet of paper, taking the technology of the day to its limits and then going another mile. Then there was Brunel the visionary, who knew that transport technology had the power to change the world, and that he had the ability to deliver those changes. Finally, there was Brunel the artist who rarely saw technology as just functional, and strove to entwine the fruits of the Industrial Revolution with the elegance and grace of the neo-classical painter. His bridges, tunnels and railway infrastructure have entered a third century of regular use, and the beauty of their design and structure has rarely been equalled. The three decades, from the 1830s to the 1850s, saw an explosion of technical excellence, and it was Brunel who in so many cases lit the blue touch paper. He did not always get it right first time, and it was left to others to reap the fruits of his many labours. Nevertheless, his actions fast-forwarded the march of progress by several decades. Brunel was the greatest engineer in an era of engineering titans. First tunnel under a navigable river; first all-iron ship; bridged the Tamar and the Avon; first railway to run express; first true luxury liner five times bigger than any previous. Copyright © Libri GmbH. All rights reserved. The story of Brunel's most famous ship and the people who knew her, using new archive sources. Robin Jones' history of the Great Western Railway line and its founding father. Engineering genius, technical innovator and one of the greatest figures of the Industrial Revolution, Isambard Kingdom Brunel changed the face of the English landscape with his groundbreaking designs and ingenious constructions. L. T. C. Rolt's masterly biography is the definitive work on Brunel, tracing the life, times and monumental achievements of the man who helped to build modern Britain. An epic social history of steamship travel from the nineteenth century to the Lusitania, the Mauretania and the Titanic. The great transatlantic steamships became emblems of an age, of a Victorian audacity of spirit-cathedrals to man's harnessing of new technology. Through the innovations and designs of key engineers and shipping magnates - Samuel Cunard, Isambard Kingdom Brunel and Edward Knights Collins - the largest movable objects in human history were created. To the wealthy, steamships represented glamorous travel, but to most they offered cheap passage out of Europe to the New World. At their peak, steamships delivered one million new
Americans each year, transforming the world's oceans from barriers into highways. In this fascinating history, Stephen Fox chronicles the tragedies that marked the evolution of the ocean liner, including the 1852 sinking of the Arctic, with the loss of 322 lives, and the early-twentieth-century losses of the Lusitania and the Titanic. A major new biography of Britain's greatest engineer, the visionary Isambard Kingdom Brunel. This series has been hugely successful and the new paperback of Isambard Kingdom Brunel is bound to invite even further triumphs. Each title tells the life story of an eminent individual in simple language, with a superb array of photographs. Isambard Kingdom Brunel was one of the greatest engineers of the nineteenth century and much of his work, from bridges and tunnels to shops and railways, is still standing today. This book describes how he came to be an engineer and some of the famous projects he worked on until his death in 1859. The photographs also provide an interesting insight into life in Victorian England. An illustrated biography of Isambard Kingdom Brunel (1806-59), the foremost engineer in an age of great engineers, when the Industrial Revolution was at its height and Britain, its birthplace, was the vibrant hub of a world empire. It presents the story of this perfectionist, the setbacks and challenges he faced, and the results of his work. A vivacious, dynamic perfectionist, Isambard kingdom Brunel drove others hard and himself first of all. Learn how he constructed the world's first underwater tunnel, the Clifton Suspension Bridge, the Great Western Railways and even steamships the size of which the world had never seen before. Much of his work is still part of British infrastructure today. His splendid legacy makes it easy to think that Brunel's life was throughout one of golden achievement. However, disaster, failure, ridicule and death were never far away – which makes the story of this clever, charismatic, driven man all the more fascinating. A dazzling, inventive literary adventure story in which Captain Ahab confronts Captain Nemo and the dark cultural stories represented by both characters are revealed in cliffhanger fashion. A sprawling adventure pitting two of literature's most iconic anti-heroes against each other: Captain Nemo and Captain Ahab. Caught between them: real-life British engineer Isambard Kingdom Brunel, builder of the century's greatest ship, The Great Eastern. But when he's kidnapped by Nemo to help design a submarine with which to fight the laying of the Transatlantic cable - linking the two colonialist forces Nemo hates, England and the US - Brunel finds himself going up against his own ship, and the strange man hired to protect it, Captain Ahab, in a battle for the soul of the 19th century. Originally published in 1976, this book by a group of engineers, each distinguished for work in their field, describes the achievements of I. K. Brunel, the giant among nineteenth-century engineers, whose works include the Clifton Suspension Bridge, and three famous ships, Great Western, Great Britain and Great Eastern. Isambard Kingdom Brunel FRS, was an English mechanical and civil engineer who is considered "one of the most ingenious and prolific figures in engineering history", "one of the 19th century engineeringAn introductory biography to Isambard Kingdom Brunel. The book includes suggestions for places to visit. At 19, Isambard Kingdom Brunel was in charge, under his father, of an engineering work that is the wonder of Europe: the Thames tunnel, completed in 1843. This book traces Brunel's life and career, the man of immense energy who came to dominate civil engineering in the 19th century and whose legacy can still be seen nearly two centuries later. L T C Rolt was one of the first narrative historians, an industrial pioneer and preservationist. During his life he was fundamental in establishing and promoting canals, waterways and railways. He was one of the first people in modern Britain to draw attention to the value of our canals as a means of transport and a source of pleasure. As well as his interest in canals he also turned his attention to neglected railways and set up the first organisation to save and run a railway with a mainly volunteer workforce. This is the first biography to show Brunel as he actually was. Drawing on evidence ignored or suppressed in Rolt's classic Life, Adrian Vaughan reveals not just an engineer of genius, a born actor and a courageous leader, but also a man who was obstinate, unjust, dictatorial and in the end paranoid.