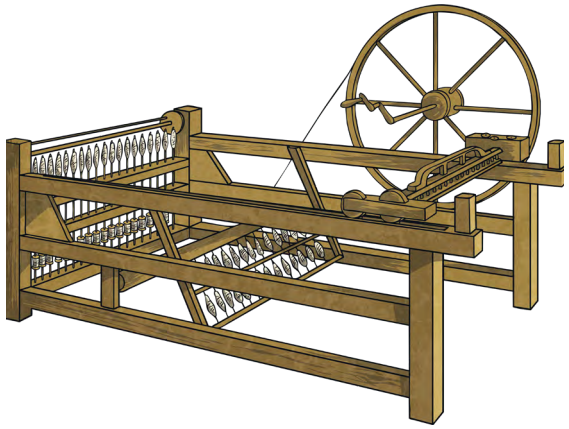
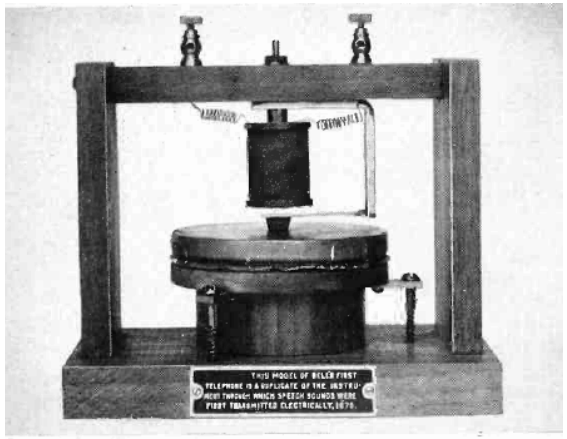
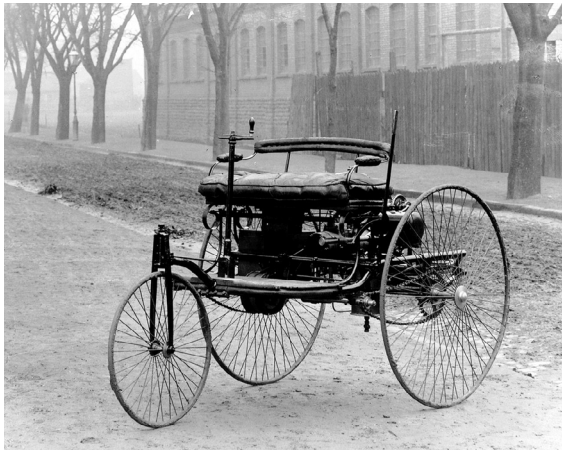


Spinning Jenny (1764)

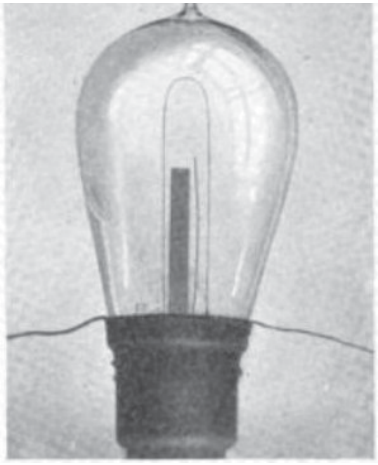
Photographs (1838)



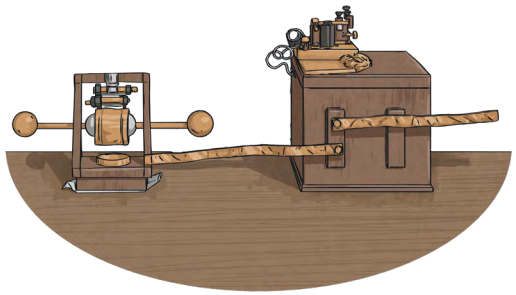
Telephone (1876)



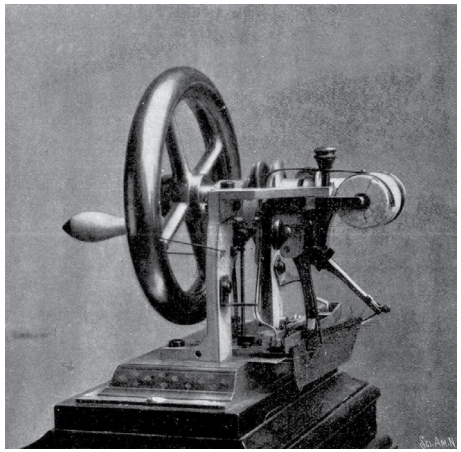
Petrol Motor Car (1885)



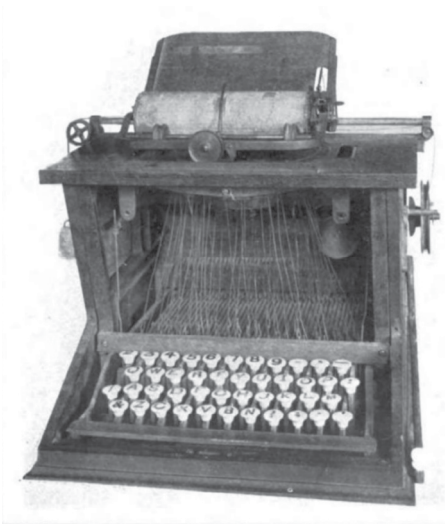
Electric Bulb (1879)



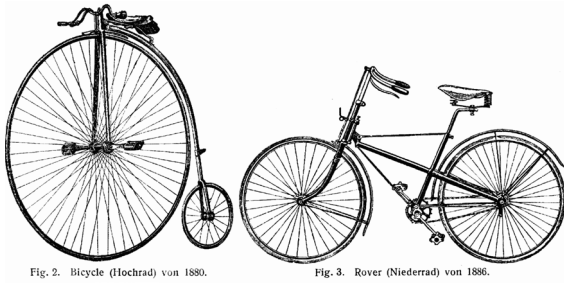
Wireless Radio (1895)



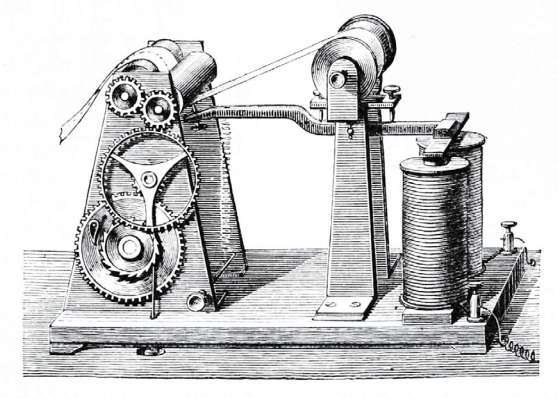
Sewing Machine (1846)



Typewriter (1867)

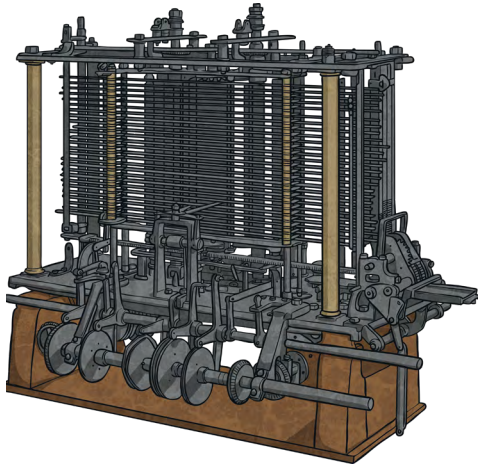


Penny-Farthing Bicycle (1872)



Electric Telegraph (1844)

Contributions to the Underground Railway (1863)



Analytical Engine (1822)

Karl Benz

James Hargreaves

Charles Babbage

Louis Daguerre

Guglielmo Marconi

Elias Howe

Christopher Latham Sholes

Marc Brunel

Thomas Edison

James Starley

Alexander Graham Bell

Samuel Morse

This design was very much ahead of its time. It showed plans for a general-purpose computer. Due to cost, it was never built.

The design showed how data could be fed into the machine using a simple programming language on punched cards. Data could be stored in a memory.

This early computer would have worked in the same way that modern computers work but would have been enormous and very slow.

This invention allowed people to communicate over long distances. It used electrical signals sent through wires between stations.

Each letter of the alphabet was given a special code of dots and dashes, known as Morse code.

The first message was sent from Washington D.C. to Baltimore in Maryland.

This mechanical machine is still used today for printing letters, numbers and symbols onto paper.

It has a set of keys that can be pressed and a ribbon coated with dried ink. Each key presses the ribbon against the paper, creating an ink mark in a particular shape. Sholes and his associates developed the first practical commercial machine of this type. The prototype looked like a cross between a small piano and a kitchen table!

This device sent and received signals without wires for the first time.

The first radio signal was sent in Italy in 1895. In 1899 the inventor successfully sent the first wireless signal all the way across the English Channel.

The Benz Patent-Motorwagen was the name given to this new vehicle. It was the first to be powered by an internal combustion engine. It was a three-wheeled carriage with two seats and it had a top speed of about 10mph.

The early examples of this technology were called daguerreotypes, after the name of the inventor.

They were made by polishing a sheet of silver-plated copper, treating it with fumes that made its surface light-sensitive and then exposing it to a bright light. The still images made this way lasted much longer than any others that had been produced and could be sold.

This machine revolutionised the textile industry. Weaving moved from people's cottages into large factories.

By turning a single large wheel on this machine, the operator could spin eight or more cotton threads, making cotton production quicker and cheaper.

This particular invention had two wheels, one much larger than the other (like a penny and a farthing coin).

It was fast but dangerous to ride, with many riders being thrown over the handlebars at the front.

Queen Victoria owned one of these.

This invention would change the way in which clothes were made. It allowed clothes to be stitched together much more quickly. By 1900, it was being used to make clothes, tents, sails, bags, bookbindings, umbrellas and even flags.

Although arc lamps had shown that electric lighting was possible, this invention was much longer lasting and more useful. It used a screw fitting that is still in use today. Edison and his team eventually created a bulb that could last up to 1200 hours.

This machine was invented when it was discovered that sound could travel along the wires being used to send telegrams.

The first words to be transmitted by this machine were, 'Mr Watson, come here. I want to see you.'

It would revolutionise the way in which people communicated with one another.

Brunel helped build the Thames Tunnel (the first under river tunnel) developing a tunneling shield to help make excavations safer.

The first line was opened between Paddington and Farringdon and ran in tunnels built under the ground. Wooden carriages were hauled by steam locomotives. The carriages were lit with gas lamps.

38,000 passengers used it on the opening day.