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Edward Gibbon

Efficient Processing of Deep Neural Networks Vivienne Sze, Yu-Hsin Chen, Tien-Ju Yang, Joel S. Emer, 2022-05-31 This book provides a structured treatment of the key principles and techniques for enabling efficient processing of deep neural networks (DNNs). DNNs are currently widely used for many artificial intelligence (AI) applications, including computer vision, speech recognition, and robotics. While DNNs deliver state-of-the-art accuracy on many AI tasks, it comes at the cost of high computational complexity. Therefore, techniques that enable efficient processing of deep neural networks to improve key metrics—such as energy-efficiency, throughput, and latency—without sacrificing accuracy or increasing hardware costs are critical to enabling the wide deployment of DNNs in AI systems. The book includes background on DNN processing; a description and taxonomy of hardware architectural approaches for designing DNN accelerators; key metrics for evaluating and comparing different designs; features of DNN processing that are amenable to hardware/algorithm co-design to improve energy efficiency and throughput; and opportunities for applying new technologies. Readers will find a structured introduction to the field as well as formalization and organization of key concepts from contemporary work that provide insights that may spark new ideas.

Ulysses James Joyce, 2016-08-30 *Ulysses* chronicles the peripatetic appointments and encounters of Leopold Bloom in Dublin in the course of an ordinary day, 16 June 1904. *Ulysses* is the Latinised name of Odysseus, the hero of Homer's epic poem *Odyssey*, and the novel establishes a series of parallels between the poem and the novel, with structural correspondences between the characters and experiences of Leopold Bloom and Odysseus, Molly Bloom and Penelope, and Stephen Dedalus and Telemachus, in addition to events and themes of the early twentieth century context of modernism, Dublin, and Ireland's relationship to Britain. The novel imitates registers of centuries of English literature and is highly allusive. *Ulysses'* stream-of-consciousness technique, careful structuring, and experimental prose — full of puns, parodies, and allusions — as well as its rich characterisation and broad humour, made the book a highly regarded novel in the modernist pantheon. Joyce fans worldwide now celebrate 16 June as Bloomsday.

Grease Monkey Tim Eldred, 2008-02-19 Mac Gimbensky is an eight hundred pound intelligent gorilla and expert fighter mechanic on the flagship *Fist of Earth*, where, with the help of his cadet assistant Robin Plotnik, he maintains the ships of the all-female Barbarian Squadron.

Railroad Facts, 1947

The Sense of an Ending Julian Barnes, 2011-10-05 BOOKER PRIZE WINNER • NATIONAL BESTSELLER • A novel that follows a middle-aged man as he contends with a past he never much thought about—until his closest childhood friends return with a vengeance: one of them from the grave, another maddeningly present. A novel so compelling that it begs to be read in a single setting, *The Sense of an Ending* has the psychological and emotional depth and sophistication of Henry James at his best, and is a stunning achievement in Julian Barnes's oeuvre. Tony Webster thought he left his past behind as he built a life for himself, and his career has provided him with a secure retirement and an amicable relationship with his ex-wife and daughter, who now has a family of her own. But when he is presented with a mysterious legacy, he is forced to revise his estimation of his own nature and place in the world.

The Soul of Desire Curt Thompson, 2021-10-05 Foreword INDIES Book of the Year Award Finalist IVP Readers' Choice Award We are people of desire. In *The Soul of Desire*, psychiatrist Curt Thompson suggests that underneath all our longings is the desire to be known—and what's more, that this fundamental yearning manifests itself in our deep need to make things of beauty, revealing who we are to others. Desire and beauty go hand in hand. But both our craving to be known and our ability to create beauty have been marred by trauma and shame, collapsing our imagination for what God has for us and blinding us to the possibility that beauty could ever emerge from our ashes. Drawing on his work in interpersonal neurobiology and clinical practice, Thompson presents a powerful picture of the capacity of the believing community to reshape our imaginations, hold our desires and griefs together, and invite us into the beauty of God's presence. *The Soul of Desire* is a

mature, creative work, weaving together neuroscience and spiritual formation to open up new horizons for thinking not only about the nature of the mind, but about what it means to be human.

Assessment of Fuel Economy Technologies for Light-Duty Vehicles National Research Council, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee on the Assessment of Technologies for Improving Light-Duty Vehicle Fuel Economy, 2011-06-03 Various combinations of commercially available technologies could greatly reduce fuel consumption in passenger cars, sport-utility vehicles, minivans, and other light-duty vehicles without compromising vehicle performance or safety. Assessment of Technologies for Improving Light Duty Vehicle Fuel Economy estimates the potential fuel savings and costs to consumers of available technology combinations for three types of engines: spark-ignition gasoline, compression-ignition diesel, and hybrid. According to its estimates, adopting the full combination of improved technologies in medium and large cars and pickup trucks with spark-ignition engines could reduce fuel consumption by 29 percent at an additional cost of \$2,200 to the consumer. Replacing spark-ignition engines with diesel engines and components would yield fuel savings of about 37 percent at an added cost of approximately \$5,900 per vehicle, and replacing spark-ignition engines with hybrid engines and components would reduce fuel consumption by 43 percent at an increase of \$6,000 per vehicle. The book focuses on fuel consumption—the amount of fuel consumed in a given driving distance—because energy savings are directly related to the amount of fuel used. In contrast, fuel economy measures how far a vehicle will travel with a gallon of fuel. Because fuel consumption data indicate money saved on fuel purchases and reductions in carbon dioxide emissions, the book finds that vehicle stickers should provide consumers with fuel consumption data in addition to fuel economy information.

Hidden London David Bownes, Chris Nix, Siddy Holloway, Sam Mullins, 2019-09-03 Travel under the streets of London with this lavishly illustrated exploration of abandoned, modified, and reused Underground tunnels, stations, and architecture.

Handbook of Bioenergy Crops N. El Bassam, N El Bassam, 2010 This completely revised second edition includes new information on biomass in relation to climate change, new coverage of vital issues including the food versus fuel debate, and essential new information on second generation fuels and advances in conversion techniques. The book begins with a guide to biomass accumulation, harvesting, transportation and storage, as well as conversion technologies for biofuels. This is followed by an examination of the environmental impact and economic and social dimensions, including prospects for renewable energy. The book then goes on to cover all the main potential energy crops.

The History of the Decline and Fall of the Roman Empire, Volume 4 Edward Gibbon, 2016-05-20 This work has been selected by scholars as being culturally important, and is part of the knowledge base of civilization as we know it. This work was reproduced from the original artifact, and remains as true to the original work as possible. Therefore, you will see the original copyright references, library stamps (as most of these works have been housed in our most important libraries around the world), and other notations in the work. This work is in the public domain in the United States of America, and possibly other nations. Within the United States, you may freely copy and distribute this work, as no entity (individual or corporate) has a copyright on the body of the work. As a reproduction of a historical artifact, this work may contain missing or blurred pages, poor pictures, errant marks, etc. Scholars believe, and we concur, that this work is important enough to be preserved, reproduced, and made generally available to the public. We appreciate your support of the preservation process, and thank you for being an important part of keeping this knowledge alive and relevant.

The Cold War John Lewis Gaddis, 2006-12-26 “Outstanding . . . The most accessible distillation of that conflict yet written.” —The Boston Globe “Energetically written and lucid, it makes an ideal introduction to the subject.” —The New York Times The “dean of Cold War historians” (The New York Times) now presents the definitive account of the global confrontation that dominated the last half of the twentieth century. Drawing on newly opened archives and the reminiscences of the major

players, John Lewis Gaddis explains not just what happened but why—from the months in 1945 when the U.S. and the U.S.S.R. went from alliance to antagonism to the barely averted holocaust of the Cuban Missile Crisis to the maneuvers of Nixon and Mao, Reagan and Gorbachev. Brilliant, accessible, almost Shakespearean in its drama, *The Cold War* stands as a triumphant summation of the era that, more than any other, shaped our own. Gaddis is also the author of *On Grand Strategy*.

Order Out of Chaos Ilya Prigogine, Isabelle Stengers, 2018-01-23 A pioneering book that shows how the two great themes of classic science, order and chaos, are being reconciled in a new and unexpected synthesis *Order Out of Chaos* is a sweeping critique of the discordant landscape of modern scientific knowledge. In this landmark book, Nobel Laureate Ilya Prigogine and acclaimed philosopher Isabelle Stengers offer an exciting and accessible account of the philosophical implications of thermodynamics. Prigogine and Stengers bring contradictory philosophies of time and chance into a novel and ambitious synthesis. Since its first publication in France in 1978, this book has sparked debate among physicists, philosophers, literary critics and historians.

Reading the Comments Joseph M. Reagle, Jr., 2015-05-01 What we can learn about human nature from the informative, manipulative, confusing, and amusing messages at the bottom of the web. Online comment can be informative or misleading, entertaining or maddening. Haters and manipulators often seem to monopolize the conversation. Some comments are off-topic, or even topic-less. In this book, Joseph Reagle urges us to read the comments. Conversations “on the bottom half of the Internet,” he argues, can tell us much about human nature and social behavior. Reagle visits communities of Amazon reviewers, fan fiction authors, online learners, scammers, freethinkers, and mean kids. He shows how comment can inform us (through reviews), improve us (through feedback), manipulate us (through fakery), alienate us (through hate), shape us (through social comparison), and perplex us. He finds pre-Internet historical antecedents of online comment in Michelin stars, professional criticism, and the wisdom of crowds. He discusses the techniques of online fakery (distinguishing makers, fakers, and takers), describes the emotional work of receiving and giving feedback, and examines the culture of trolls and haters, bullying, and misogyny. He considers the way comment—a nonstop stream of social quantification and ranking—affects our self-esteem and well-being. And he examines how comment is puzzling—short and asynchronous, these messages can be slap-dash, confusing, amusing, revealing, and weird, shedding context in their passage through the Internet, prompting readers to comment in turn, “WTF?!?”

Design of Modern Steel Railway Bridges John F. Unsworth, 2016-04-19 Perhaps the first book on this topic in more than 50 years, *Design of Modern Steel Railway Bridges* focuses not only on new steel superstructures but also outlines principles and methods that are useful for the maintenance and rehabilitation of existing steel railway bridges. It complements the recommended practices of the American Railway Engineering and Maintenance-of-way Association (AREMA), in particular Chapter 15-Steel Structures in AREMA’s Manual for Railway Engineering (MRE). The book has been carefully designed to remain valid through many editions of the MRE. After covering the basics, the author examines the methods for analysis and design of modern steel railway bridges. He details the history of steel railway bridges in the development of transportation systems, discusses modern materials, and presents an extensive treatment of railway bridge loads and moving load analysis. He then outlines the design of steel structural members and connections in accordance with AREMA recommended practice, demonstrating the concepts with worked examples. Topics include: A history of iron and steel railway bridges Engineering properties of structural steel typically used in modern steel railway bridge design and fabrication Planning and preliminary design Loads and forces on railway superstructures Criteria for the maximum effects from moving loads and their use in developing design live loads Design of axial and flexural members Combinations of forces on steel railway superstructures Copiously illustrated with more than 300 figures and charts, the book presents a clear picture of the importance of railway bridges in the national transportation system. A practical reference and learning tool, it provides a fundamental understanding of AREMA recommended practice that enables more effective design.

Future Powertrain Technologies Stephan Rinderknecht, Philippe Jardin, Arved Esser, 2020-12-17

Among the various factors greatly influencing the development process of future powertrain technologies, the trends in climate change and digitalization are of huge public interest. To handle these trends, new disruptive technologies are integrated into the development process. They open up space for diverse research which is distributed over the entire vehicle design process. This book contains recent research articles which incorporate results for selecting and designing powertrain topology in consideration of the vehicle operating strategy as well as results for handling the reliability of new powertrain components. The field of investigation spans from the identification of ecologically optimal transformation of the existent vehicle fleet to the development of machine learning-based operating strategies and the comparison of complex hybrid electric vehicle topologies to reduce CO₂ emissions.

Hidden Costs of Energy National Research Council, Policy and Global Affairs, Board on Science, Technology, and Economic Policy, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Division on Earth and Life Studies, Board on Environmental Studies and Toxicology, Committee on Health, Environmental, and Other External Costs and Benefits of Energy Production and Consumption, 2010-06-26 Despite the many benefits of energy, most of which are reflected in energy market prices, the production, distribution, and use of energy causes negative effects. Many of these negative effects are not reflected in energy market prices. When market failures like this occur, there may be a case for government interventions in the form of regulations, taxes, fees, tradable permits, or other instruments that will motivate recognition of these external or hidden costs. The Hidden Costs of Energy defines and evaluates key external costs and benefits that are associated with the production, distribution, and use of energy, but are not reflected in market prices. The damage estimates presented are substantial and reflect damages from air pollution associated with electricity generation, motor vehicle transportation, and heat generation. The book also considers other effects not quantified in dollar amounts, such as damages from climate change, effects of some air pollutants such as mercury, and risks to national security. While not a comprehensive guide to policy, this analysis indicates that major initiatives to further reduce other emissions, improve energy efficiency, or shift to a cleaner electricity generating mix could substantially reduce the damages of external effects. A first step in minimizing the adverse consequences of new energy technologies is to better understand these external effects and damages. The Hidden Costs of Energy will therefore be a vital informational tool for government policy makers, scientists, and economists in even the earliest stages of research and development on energy technologies.

Reducing Fuel Consumption and Greenhouse Gas Emissions of Medium- and Heavy-Duty Vehicles, Phase Two National Academies of Sciences, Engineering, and Medicine, Transportation Research Board, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee on Assessment of Technologies and Approaches for Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles, Phase Two, 2020-05-15 Medium- and heavy-duty trucks, motor coaches, and transit buses - collectively, medium- and heavy-duty vehicles, or MHDVs - are used in every sector of the economy. The fuel consumption and greenhouse gas emissions of MHDVs have become a focus of legislative and regulatory action in the past few years. This study is a follow-on to the National Research Council's 2010 report, Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles. That report provided a series of findings and recommendations on the development of regulations for reducing fuel consumption of MHDVs. On September 15, 2011, NHTSA and EPA finalized joint Phase I rules to establish a comprehensive Heavy-Duty National Program to reduce greenhouse gas emissions and fuel consumption for on-road medium- and heavy-duty vehicles. As NHTSA and EPA began working on a second round of standards, the National Academies issued another report, Reducing the Fuel Consumption and Greenhouse Gas Emissions of Medium- and Heavy-Duty Vehicles, Phase Two: First Report, providing recommendations for the Phase II standards. This third and final report focuses on a possible third phase of regulations to be promulgated by these agencies in the next decade.

A Framework for Educating Health Professionals to Address the Social Determinants of Health National Academies of Sciences, Engineering, and Medicine, Institute of Medicine, Board on Global Health, Committee on Educating Health Professionals to Address the Social Determinants of Health, 2016-10-14 The World Health Organization defines the social determinants of health as the conditions in which people are born, grow, work, live, and age, and the wider set of forces and systems shaping the conditions of daily life. These forces and systems include economic policies, development agendas, cultural and social norms, social policies, and political systems. In an era of pronounced human migration, changing demographics, and growing financial gaps between rich and poor, a fundamental understanding of how the conditions and circumstances in which individuals and populations exist affect mental and physical health is imperative. Educating health professionals about the social determinants of health generates awareness among those professionals about the potential root causes of ill health and the importance of addressing them in and with communities, contributing to more effective strategies for improving health and health care for underserved individuals, communities, and populations. Recently, the National Academies of Sciences, Engineering, and Medicine convened a workshop to develop a high-level framework for such health professional education. A Framework for Educating Health Professionals to Address the Social Determinants of Health also puts forth a conceptual model for the framework's use with the goal of helping stakeholder groups envision ways in which organizations, education, and communities can come together to address health inequalities.

Sustainable Urban Transport Maria Attard, Yoram Shiftan, 2015-05-14 This publication brings together an international group of researchers and presents work from different countries dealing with issues related to transport policy, attitudes and mode choice, car sharing and alternative modes of transport, and discusses the future of non-motorized modes of transport.

Cost, Effectiveness, and Deployment of Fuel Economy Technologies for Light-Duty Vehicles National Research Council, Division on Engineering and Physical Sciences, Board on Energy and Environmental Systems, Committee on the Assessment of Technologies for Improving Fuel Economy of Light-Duty Vehicles, Phase 2, 2015-09-28 The light-duty vehicle fleet is expected to undergo substantial technological changes over the next several decades. New powertrain designs, alternative fuels, advanced materials and significant changes to the vehicle body are being driven by increasingly stringent fuel economy and greenhouse gas emission standards. By the end of the next decade, cars and light-duty trucks will be more fuel efficient, weigh less, emit less air pollutants, have more safety features, and will be more expensive to purchase relative to current vehicles. Though the gasoline-powered spark ignition engine will continue to be the dominant powertrain configuration even through 2030, such vehicles will be equipped with advanced technologies, materials, electronics and controls, and aerodynamics. And by 2030, the deployment of alternative methods to propel and fuel vehicles and alternative modes of transportation, including autonomous vehicles, will be well underway. What are these new technologies - how will they work, and will some technologies be more effective than others? Written to inform The United States Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and Environmental Protection Agency (EPA) Corporate Average Fuel Economy (CAFE) and greenhouse gas (GHG) emission standards, this new report from the National Research Council is a technical evaluation of costs, benefits, and implementation issues of fuel reduction technologies for next-generation light-duty vehicles. Cost, Effectiveness, and Deployment of Fuel Economy Technologies for Light-Duty Vehicles estimates the cost, potential efficiency improvements, and barriers to commercial deployment of technologies that might be employed from 2020 to 2030. This report describes these promising technologies and makes recommendations for their inclusion on the list of technologies applicable for the 2017-2025 CAFE standards.

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