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This book treats some of the central problems involved in these networks of the future. First, how does one switch data at speeds orders of magnitude faster than that of existing networks? This problem has roots in both classical switching for telephony and in switching for packet networks. There are a number of new twists here, however.

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Switching and traffic theory for integrated broadband networks / by Joseph Y. Hui ; foreword by Robert G. Gallager. Format Book Published Boston : Kluwer Academic Publishers, c1990. Description xiii, 347 p. : ill. ; 24 cm. Series The Kluwer international series in engineering and computer science.

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Switching circuit theory - Wikipedia
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Teletraffic engineering - Wikipedia

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The rapid development of optical fiber transmission technology has created the possibility for constructing digital networks that are as ubiquitous as the current voice network but which can carry video, voice, and data in massive qlJantities. How and when such networks will evolve, who will pay for them, and what new applications will use them is anyone's guess. There appears to be no doubt, however, that the trend in telecommunication networks is toward far greater transmission speeds and toward greater heterogeneity in the requirements of different applications. This book treats some of the central problems involved in these networks of the future. First, how does one switch data at speeds orders of magnitude faster than that of existing networks? This problem has roots in both classical switching for telephony and in switching for packet networks. There are a number of new twists here, however. The first is that the high speeds necessitate the use of highly parallel processing and place a high premium on computational simplicity. The second is that the required data speeds and allowable delays of different applications differ by many orders of magnitude. The third is that it might be desirable to support both point to point applications and also applications involving broadcast from one source to a large set of destinations.

The first edition of this book was the first to cover in depth the mathematical theory of nonblocking multistage interconnecting networks, which is applicable to both communication and computer networks. This comprehensively updated new edition not only introduces the classical theory of the fundamental point-to-point network but also has a renewed emphasis on the latest multicast and multirate networks. The book can serve as either a one- or two-semester textbook for graduate students of information science, (electronic)

communications, and applied mathematics. In addition, as all the relevant literature is organized and evaluated under one structured framework, the volume is an essential reference for researchers in those areas.

In response to the increasing interest in developing photonic switching fabrics, this book gives an overview of the many technologies from a systems designer's perspective. Optically transparent devices, optical logic devices, and optical hardware are all discussed in detail and set into a systems context. Comprehensive, up-to-date, and profusely illustrated, the work will provide a foundation for the field, especially as broadband services are more fully developed.

This book contains recent developments in switching networks and applications, including classic topics, such as nonblocking and Benes conjecture, and new directions, such as optical switching networks and applications in VLSI designs. It provides the state of the art for researchers in computer networks and applied mathematics. Audience: Researchers in computer networks and applied mathematics. The book is appropriate for use in graduate courses.

The understanding of empirical traf?c congestion occurring on unsignalized mul- lane highways and freeways is a key for effective traf?c management, control, or- nization, and other applications of transportation engineering. However, the traf?c ?ow theories and models that dominate up to now in transportation research journals and teaching programs of most universities cannot explain either traf?c breakdown or most features of the resulting congested patterns. These theories are also the - sis of most dynamic traf?c assignment models and freeway traf?c control methods, which therefore are not consistent with features of real traf?c. For this reason, the author introduced an alternative traf?c ?ow theory called three-phase traf?c theory, which can predict and explain the empirical spatiot- poral features of traf?c breakdown and the resulting traf?c congestion. A previous book " The Physics of Traf?c " (Springer, Berlin, 2004) presented a discussion of the empirical spatiotemporal features of congested traf?c patterns and of three-phase traf?c theory as well as their engineering applications. Rather than a comprehensive analysis of empirical and theoretical results in the ?eld, the present book includes no more empirical and theoretical results than are necessary for the understanding of vehicular traf?c on unsignalized multi-lane roads. The main objectives of the book are to present an " elementary " traf?c ?ow theory and control methods as well as to show links between three-phase traf?c t- ory and earlier traf?c ?ow theories. The need for such a book follows from many commentsofcolleaguesmadeafterpublicationofthebook " ThePhysicsofTraf?c " .

The telecommunications network is a global system of equipment and means that ensures the connections between the users of communication services, with the transmission and reception of the information involved. It is a set of communication nodes, in which processing procedures take place for the transmission and reception of information signals, switching connections and choosing routes between nodes to make connections between sources and destinations of communications, and a set of links between these nodes, made in a variety of technologies. This volume contains 5 chapters in which the different processes and types of systems within the telecommunications network are presented.

For telecommunications engineers and researchers looking to learn about broadband networks based on the ATM standard, no other book combines the analysis of ATM theory, architecture, and performance in a single volume.

An authoritative introduction to the roles of switching and transmission in broadband integrated services networks Principles of Broadband Switching and Networking explains the design and analysis of switch architectures suitable for broadband integrated services networks, emphasizing packet-switched interconnection networks with distributed routing algorithms. The text examines the mathematical properties of these networks, rather than specific implementation technologies. Although the pedagogical explanations in this book are in the context of switches, many of the fundamental principles are relevant to other communication networks with regular topologies. After explaining the concept of the modern broadband integrated services network and why it is necessary in today ' s society, the book moves on to basic switch design principles, discussing two types of circuit switch design—space domain and time domain—and packet switch design. Throughput improvements are illustrated by some switch design variations such as Speedup principle, Channel-Grouping principle, Knockout principle, and Dilation principle. Moving seamlessly into advanced switch design principles, the book covers switch scalability, switch design for multicasting, and path switching. Then the focus moves to broadband communications networks that make use of such switches. Readers receive a detailed introduction on how to allocate network resources and control traffic to satisfy the quality of service requirements of network users and to maximize network usage. As an epilogue, the text shows how transmission noise and packet contention have similar characteristics and can be tamed by comparable means to achieve reliable communication. Principles of Broadband Switching and Networking is written for senior undergraduate and first-year postgraduate students with a solid background in probability theory.

" Everything should be made as simple as possible—but not simpler " Albert Einstein Traffic Theory, like all other sciences, aims at understanding and improving a physical phenomenon. The phenomenon addressed by Traffic Theory is, of course, automobile traffic, and the problems associated with it such as traffic congestion. But what causes congestion? Some time in the 1970s, Doxiades coined the term "oikomenopolis" (and "oikistics") to describe the world as man's living space. In Doxiades' terms, persons are associated with a living space around them, which describes the range that they can cover through personal presence. In the days of old, when the movement of people was limited to walking, an individual oikomenopolis did not intersect many others. The automobile changed all that. The term "range of good" was also coined to describe the maximal distance a person can and is willing to go in order to do something useful or buy something. Traffic congestion is caused by the intersection of a multitude of such "ranges of good" of many people exercising their range utilisation at the same time. Urban structures containing desirable structures contribute to this intersection of "ranges of good". xii Preface In a biblical mood, I opened a 1970 paper entitled "Traffic Control -- From Hand Signals to Computers" with the sentence: "In the beginning there was the Ford".