LOMAYA, P. S.

"A Dam on a Caisson Foundation", Gidrotekh. Stroi,

No. 11, 1949. Engr.

AID P - 3383

Subject : USSR/Hydr Eng

Card 1/1 Pub. 35 - 14/16

Author : Lomaya, P. S., Eng.

Title : Measures to combat "ironbacteria" in penstocks

Periodical : Gidr. stroi., 6, 43, Je 1955

Abstract : The considerable corrosion of steel penstocks of certain hydro power plants in Georgia and Armenia is reported. The author suggests scouring and subsequent coating of penstocks with cement solution.

Institution : None

Submitted : No date

LOMAYEV, A.A.

Western-most cave in the Caucasus. Peshchery no.3:24 '63.

A simple method for measuring inaccessible distances.
Ibid.:96 (MIRA 18:2)

LOMAYEV, A.I.

Use of aerial photographs in triangulation point reconnoitering.
Geod. i kart. no.5:21-23 My '62. (MIRA 15:7)
(Aerial photogrammetry) (Triangulation)

KAPCHINSKAYA, Yefrosin'ya Ivanovna [Kapchins'ka, IE.I.], kand. geogr. nauk; LOMAYEV, O.O.[Lomaiev, O.O.], kand. geol.-min. nauk, otv. red.; TUBOLEVA, M.V.[Tubolieva, M.V.], red.; MATVIYCHUK, O.A., tekhn. red.

[Our flourishing republic; sketch on the natural features and natural resources of the Soviet Ukraine] Nasha kvitucha respublika; narys pro pryrodu i pryrodni bahatstva Riadians'koi Ukrainy. Kyiv, Tovarystvo "Znannia" Ukrains'koi RSR, 1963. 44 p. (MIRA 16:12)
(Ukraine--Economic geography)

MILLER, Yu.A.; LOMAYEV, Yu.N.

Increasing the airtightness of fire isolation barriers with the help of a silicate colloid solution. Vop.bezop.v ugol'.shakh. 4:198-206 '64. (MIRA 18:1)

LOMAYEVA, Ye.T.

Spore-pollen complexes of loess in the southern Ukraine. Trudy Inst. geol. nauk AN URSR. Ser. geomorf. i chetv. geol. no.1:89-94 '57. (MIRA 11:4)

(Ukraine--Loess) (Palynology)

ROMODANOVA, A.P.; LOMAYEVA, Ye.T. [Lomaieva, IE.T.]

Early Quaternary burried peat bog in the Ubort' Basin. Geol. zhur. 20 no. 4:84-90 '60. (MIRA 14:4)
(Ubort' Basin—Peat bogs)

ROSLYY, I.M.; LOMAYEVA, Ye.T. [Lomaieva, IE.T.]

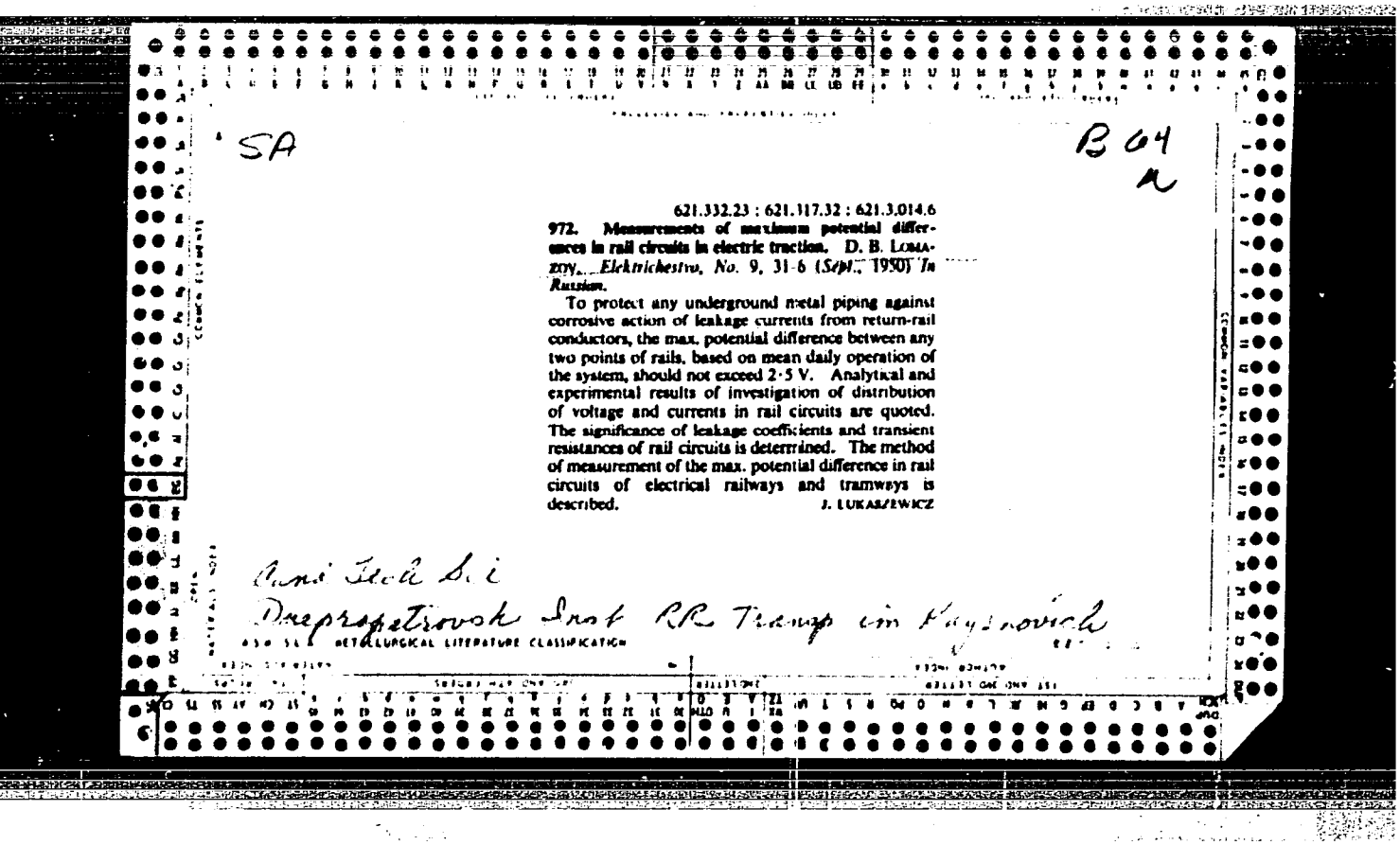
Quaternary paleogeography of the right shore of the lower Dnieper Valley. Geog. zbir. no.4:145-150 '61.
(MIRA 14:8)

(Dnieper Valley—Paleogeography)

LOMAZOV, D. P.

42269: LOMAZOV, D. P. - Zashchita s operativnym tokom ot sektsionirovannogo transformatora toka. Sbornik trudov DIIT'A (Dnepropetr. in-t inzh. zh.-d. transporta im. Kagan-ovicha), VYP. 16, 1947, s. 50-58.

SO: Letopis' Zhurnal'nykh Statey, Vol. 47, 1948



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621.332.23 : 621.317.32 : 621.3.014.6

972. Measurements of maximum potential differences in rail circuits in electric traction. D. B. Lomazov. *Elektrichestvo*, No. 9, 31–6 (Sept., 1950) *In Russian.*

To protect any underground metal piping against corrosive action of leakage currents from return-rail conductors, the max. potential difference between any two points of rails, based on mean daily operation of the system, should not exceed 2·5 V. Analytical and experimental results of investigation of distribution of voltage and currents in rail circuits are quoted. The significance of leakage coefficients and transient resistances of rail circuits is determined. The method of measurement of the max. potential difference in rail circuits of electrical railways and tramways is described.

J. LUKASZEWICZ

Acad Tech Sci
Dnepropetrovsk Inst RR Transp Eng Kaganovich

ASD SLA METALLURGICAL LITERATURE CLASSIFICATION

GAVRILENKO, N. E.; OLEYNIK, V. V.; LOMAZOV, D. B.

Street Railroads - Dnepropetrovsk

Street car in Dnepropetrovsk which started operating in 1897. Elektichestvo. No. 2, 1953.

Monthly List of Russian Accessions, Library of Congress, June 1953. Unclassified.

LOMAZOV, D. B.

Subject : USSR/Electricity AID P - 644

Card 1/1 Pub. 27 - 13/34

Author : Lomazov, D. B., Kand. of Tech. Sci.

Title : Selection of polarity of the overhead contact wire of electrified railroads

Periodical : Elektrichestvo, 9, 59-63, S 1954

Abstract : The author demonstrates that negative polarity creates difficulties in protecting metal underground structures from electrolytic corrosion. With positive polarity the protection is better assured through the utilization of the naturally favorable direction of ground currents. 6 diagrams, 8 references (1940-1953).

Institution : Dnepropetrovsk Institute of Railroad Transport Engineers im. Kaganovich

Submitted : Mr 3, 1954

ZAMAZOV, D.B.

AUTHOR: Tomlyanovich, D. K., Candidate of Technical Sciences 105-58-4-23/37

TITLE: The Odessa Conference on the Fighting of Corrosion Caused by Stray Currents (Konferentsiya v Odesse po bor'be s korroziyey ot bluzdayushchikh tokov)

PERIODICAL: Elektrichestvo, 1958, Nr 4, pp. 83-83 (USSR)

ABSTRACT: In November 1957 a scientific technical conference for the fighting of corrosion in underground metal buildings caused by stray currents of the electrified line network took place. The conference was organized by the Odessa branch of the NTOEP, by the NTO of the Santekhnika as well as by the Municipal Administration. 187 delegates from various towns of the Union, from tram and trolley-bus enterprises, subway, cable and underground pipe-laying enterprises, and development organizations took part.
I. V. Strizhevskiy, Candidate of Technical Sciences, reported on the work carried out by the inter-administrational commission at the Gosstroy SSSR. D. K. Tomlyanovich, Candidate of Techn. Sciences, gave a survey on the "Present Stage of the Problems Concerning the Pro-

Card 1/3

tection on Underground Buildings Against Corrosion Caused by Stray Tram Currents." D. A. Yastrzhembskiy, Engineer, spoke on the "Effectivity of Carrying out Existing Protective Regulations for Decreasing the Power of Stray Currents by the Means of Tram Lines" and on "Special Regulation Characteristics of Booster Aggregates as Means for Balancing the Feeding Point Potentials in Tram Systems." Docent Ye. V. Chebotarev, Candidate of Techn. Sciences lectured on "Automatic Control of Feeding Point Potentials by Means of Selenium Rectifiers and Saturation ." D. B. Lomazov, Candidate of Techn. Sciences, lectured on the "Analysis of Methods for the Protection of Underground Metal Buildings Against Corrosion." A. A. Kulikov, Engineer, spoke on the "Increase of the Transition Resistance in Tramlines as Means of Fighting Stray Currents." V. P. Istratov, Engineer, reported on the "Measures Taken at the Moscow Tramlines for Fighting Stray Currents." V. V. Vorms, Engineer, and G. A. Poroshenkov, Engineer, characterized the organizational and technical side of the measures taken in Lenin-

The Odessa Conference on the Fighting of Corrosion Caused by Stray Currents 105-58-4-23/37

grad for the decrease of the danger of corrosion in underground buildings at the sources of stray currents. D. Ya. Gurevich, Engineer, described the electronic integrator used for measuring the potentials in corrosion investigations in Leningrad. A. A. Kononenko, Engineer, and S. A. Kishlalvants, Engineer, both representatives of the town of Kiyev, and V. P. Odyn', Engineer, representative of the town of Riga, reported on the experience in fighting the corrosion caused by stray currents in power and telephone cables.

AVAILABLE: Library of Congress

1. Corrosion-Conference

Card 3/3

SOV/144-58-9-2/18

AUTHORS: Lapkin, B.D., Candidate of Physico-Mathematical Sciences, Docent, and Lomazov, D.B., Docent, Candidate of Technical Sciences, Head of the Chair of Electrical Engineering

TITLE: Influence of the Installation of Station Tracks on the Intensity of Stray Currents (Vliyaniye razvitiya stantsionnykh putey na velichinu bluzhdayushchikh tokov)

PERIODICAL: Izvestiya Vysshikh Uchebnykh Zavedeniy, Elektromekhanika, 1958, Nr 9, pp 6-15 (USSR)

ABSTRACT: Methods of calculation of the stray currents in uniform railroad track lines, i.e. sections not containing stations, are well known. In this paper the authors deal with calculation of the magnitudes of stray currents in non-uniform track circuits which include track networks of stations. For ordinary track sections with a longitudinal resistance of the rails per kilometre r_p and a contact resistance per kilometre r_n, the distribution of the voltage and current in the rails, taking into consideration adjacent sections, can be expressed by the following differential equations:

Card 1/7

Influence of the Installation of Station Tracks on the Intensity of Stray Currents

$$-\frac{\partial u}{\partial x} = r_p i, \qquad (1)$$

$$-\frac{\partial i}{\partial x} = \frac{u}{r_n}, \qquad (2)$$

the solutions of which are:

$$U = Ae^{ax} + Be^{-ax}, \qquad (3)$$

$$i = y(Ae^{ax} - Be^{-ax}), \qquad (4)$$

where $a = \sqrt{r_p/r_n}$, the leakage characteristic of the rail circuit, $y = -1/\sqrt{r_p r_n}$, A and B are integration constants which are determined from the boundary conditions. For a train moving at a constant speed $v = L/T$, we obtain the following relation for the leakage current in the case of a constant tractive effort I = const, at the instant of the train being in the central section:

Card 2/7

Influence of the Installation of Station Tracks on the Intensity of Stray Currents

$$Q = IT\left[1 - \frac{2}{aL}\left(1 - e^{-\frac{aL}{2}}\right)\right]. \qquad (13)$$

For rails of the Soviet type R-50, r_p = 0.02 Ohm/km and in the case of the ballast being in a satisfactory state r_n = 2 Ohm/km. In this case for a line section L = 22 km (between the location of the locomotive and the point where the current is fed in), Q = 0.393 IT, i.e. the stray currents amount to over one-third of the electricity consumption of the locomotive. Next to be examined is the case of two stations having a length of line between them. Each station is assumed to occupy a length ℓ of line, and the line between the stations has length L (Fig 2). The labels 1,2,3,4,5 are then applied as follows: "1" corresponds to all points to the left of the first station; "2" corresponds to all points in the length ℓ of line occupied by the first station; "3" corresponds to all points in the length L of line between the stations; "4" corresponds to all points in the length ℓ of line occupied by the second station; "5" corresponds

Influence of the Installation of Station Tracks on the Intensity of Stray Currents

to all points to the right of the second station. With these labels for suffices the authors then formulate the logical extension, to each length of track of their Eqs (3) and (4), Eqs (14) of the text. Numerical calculations are carried out for the case of a locomotive moving along a 20 km stretch of a line, at the two ends of which there are stations with tracks extending over 1 km each. The presence of the extended tracks at the stations resulted in an increase in the stray currents by 13%; in the given case each of the two stations contained nine tracks. Experimental investigations of the influence of extended station tracks were carried out on the single track section Nikopol'-Marganets of the Stalinsk railroad (Ref 1). In the short circuit experiment the conductor was connected to the rails at the "neck" of the station Marganets and the current was fed from the traction sub-station of Nikopol'. 30% (477 A) of the current from the short circuit point flowed through the two rails, whilst 70% (1123 A) flowed towards the station

Influence of the Installation of Station Tracks on the Intensity of Stray Currents

tracks in a direction opposite to that of the current supply source. The here obtained calculated results, which are graphed in Fig 5, confirm these experimental results. The relations derived by the authors for calculating the influence of track systems and stations enabled gaining more accurate information on the reduction of the resistance of the stray current paths as a result of the shunting effect of the ground. If the potential difference at the ends of a rail section, without taking into consideration stations, adjacent sections and the shunting effect of the ground, is Δu and, taking into consideration these factors, it is Δu_2, the ratio $k_p = \Delta u_2/\Delta u_1$ characterizes the reduction in the resistance (to ground) of the rail network resulting from the presence of stations, adjacent sections and the shunting effect of the ground. For single track lines ($n = 1$) the value of this coefficient k_p can be expressed by means of the equation:

Card 5/7

Influence of the Installation of Station Tracks on the Intensity of Stray Currents

$$k_p = \frac{1-e^{-a(L+\ell)}}{a(L+\ell)} \quad (29)$$

In Fig 8 k_p values are graphed for single track lines as well as for station sections containing 7, 14 and 25 pairs of tracks. The equations hitherto used for determining the resistances, on the basis of which the short circuit currents are calculated, also have to be modified taking into consideration the correction coefficients k_p. By comparing the respective formulae, Eqs (30) and (31) it can be seen that introduction of the correction coefficient leads to an increase in the minimum values of the short circuit currents, which is of considerable practical importance.

L. A. Manashkin assisted in calculating the numerical data.

Card 6/7 There are 8 figures and 3 Soviet references.

SOV/144-58-9-2/18

Influence of the Installation of Station Tracks on the Intensity of Stray Currents

ASSOCIATION: Kafedra elektrotekhniki Dnepropetrovskogo instituta inzhenerov zheleznodorozhnogo transporta
(Chair of Electrical Engineering, Dnepropetrovsk Institute of Railway Transportation Engineers)

SUBMITTED: July 7, 1958

Card 7/7

LOMAZOV, D.B., kand.tekhn.nauk, dotsent

Methods for the protection of underground metal structures from corrosion. Trudy DIIT no.29:40-59 '59. (MIRA 13:5)
(Cathodic protection)

LOMAZOV, D.B., kand.tekhn.nauk, dotsent

Electrical properties of rail butt joints. Trudy DIIT no.29: 60-66 '59. (MIRA 13:5)
(Electric railroads--Rails)

FRANTSEVICH, I.M., [Frantsevych, I.M.]; LOMAZOV, D.B.; ROGOZA, F.A.[Rohoza, F.A.];

Protection of city gas pipelines against corrosion. Visnyk AN URSR 30 no.7:17-20 Jl '59. (MIRA 12:10)

1.Chlen-korrespondent AN USSR (for Frantsevich).
(Gas, Natural--Pipelines)
(Corrosion and anticorrosives)

LOMAZOV, D.B., dotsent, kand.tekhn.nauk

Taking station tracks into account in the calculation of rail circuits. Elektrichestvo no.3:64-67 Mr '60. (MIRA 13:6)

1. Dnepropetrovskiy institut inzhenerov zheleznodorozhnogo transporta.
(Electric railroads--Current supply)

LOMAZOV, D.B., kand.tekhn.nauk (Dnepropetrovsk)

Concerning the revision of the SN-28-58 regulations for the protection of metallic structures from corrosion. Elektrichestvo no.1:60-63 Ja '62. (MIRA 14:12)
(Electric lines--Corrosion)

LOMAZOV, D.B., kand.tekhn.nauk

Concerning the methodology for designing the draw-off networks of trolley-cars. Elektrichestvo no.2:38-43 F '62. (MIRA 15:2)

1. Dnepropetrovskiy institut inzhenerov zheleznodorozhnogo transporta.

(Electric railroads--Wires and wiring)

LOMAZOV, D.B., dotsent

Choice of the polarity of the wires of a subway contact network. Elektrichestvo no.4:65-67 Ap '62. (MIRA 15:5)

1. Dnepropetrovskiy institut inzhenerov zheleznodorozhnogo transporta.
(Electric railroads---Wires and wiring)
(Subways)

LOMAZOV, D.B., kand. tekhn. nauk, dotsent

Corrosion protection of underground metal structures in electric railroad districts. Sbor. trud. DIIT no.39:93-115 '63. (MIRA 18:4)

LOMAZOV, D.B., kand.tekhn.nauk

New regulations for the protection of underground structures from corrosion. Elektrichestvo no.9:79-81 S '65.

(MIRA 18:10)

1. Dnepropetrovskiy institut inzhenerov zheleznodorozhnogo transporta.

BESKOV, B.A.; GERONIMUS, B.Ye.; DAVYDOV, V.N.; KREST'YANOV, M.Ye.; MARKVARDT, G.G.; MININ, G.A.; Prinimal uchastiye TAMAZOV, A.I.; VAYNBLAT, E.G., inzh., retsenzent; KRUGLYAKOV, F.Ye., inzh., retsenzent; KUCHMA, K.G., kand. tekhn.nauk, retsenzent; LOMAZOV, D.V., kand. tekhn. nauk, retsenzent; SLUTSKIY, Z.M., inzh., retsenzent; FRADKIN, I.S., inzh., retsenzent; YUSHKOV, P.K., inzh., retsenzent; PERTSOVSKIY, L.M., inzh., red.; USENKO, L.A., tekhn. red.

[Design of electric railroad power supply systems] Proektirovanie sistem energosnabzheniia elektricheskikh zheleznykh dorog. [By] B.A.Beskov i dr. Moskva, Transzheldorizdat, 1963. 470 p. (MIRA 17:2)

LOMAZOV, L.

At a military post. Voen.znan. 34 no.12:36 D '58.
(MIRA 12:2)

(Air defenses) (Civil defense)

LOMAZOV, Leonid Isayevich; GODINER, F.Ye., red.; BLAZHENKOVA, G.I., tekhn.red.

[Those are the kind that are liked; sketches about the activists ov the defense society] Takikh v narode liubiat; ocherki ob aktivistakh oboronnogo Obshchestva. Moskva, Izd-vo DOSAAF, 1959. 77 p. (MIRA 13:7)

(Military education)

110-12-7/19

AUTHOR: Krymskiy, G.A., Candidate of Technical Sciences and Lomazov, L.S., Engineer.

TITLE: Non-electric Tests on Tubular Fuses without Filling. (Ne-elektricheskiye ispytaniya trubchatykh predokhraniteley bez napolnitelya)

PERIODICAL: Vestnik Elektropromyshlennosti, 1957, Vol.28, No.12, pp. 25 - 26 (USSR).

ABSTRACT: In accordance with the requirements of standard ГОСТ 3041-45, rupturing capacity tests must be made on each type of tubular fuse four times a year. As the tests require special and expensive equipment, the alternative of mechanical and hydraulic testing of fuse cartridges can be very useful. The Kharkov Electro-mechanical Works (KhEMZ) has introduced mechanical tensile testing of fuse assemblies, and the authors have proposed hydraulic testing at pressures rising at the rate of 400 atm./sec. Mechanical testing checks the strength of the joint between the cap and the tube. Hydraulic tests give a better idea of the strength of the cartridges because they approach more closely to service conditions. Test results on various fuses are tabulated to show that the stresses produced at failure in hydraulic and electrical tests are comparable, but that in mechanical testing they are two or three times as high. The effect varies for different types of fuses and some

Card1/2

Non-electric Tests on Tubular Fuses without Filling.

give quite good results with mechanical testing.
Non-electrical tests carried out on fuse cartridges type ПР-1 reveal the following causes of their low rupturing capacity: the 15 - 60 A cartridges are mechanically weak because of poor design of the fixing; also, the fibre tubes of the 100 A cartridges are too weak. Test results on cartridges type ПР-2 from which these defects have been eliminated are given in Table 2.
The Ufa Works has recently received requests from other factories to simplify the design of cartridge fuses. The proposals would usually impair the mechanical strength of the fuses. Mechanical and hydraulic tests can often be used to discountenance such proposals quickly and cheaply.
There are 2 figures, 2 tables.

ASSOCIATION: Ufa Aviation Institute (Ufimskiy Aviatsionnyy Institut)
Ufa Low-voltage Apparatus Works (Ufimskiy Zavod Nizkovol'tnoy Apparatury)

SUBMITTED: September 11, 1956.

AVAILABLE: Library of Congress

LOMAZOV, M.G., doktor med.nauk; TOROPOV, Yu.D. (Zaporozh'ye)

Goiter in Zaporozh'ye Province. Vrach.delo no.6:609-613 Je '59.
(MIRA 12:12)

1. Khirurgicheskoye otdeleniye Zaporozhskoy oblastnoy bol'nitsy.
2. Glavnyy khirurg Zaporozhskogo oblzdravotdela (for Lomazov).
(ZAPOROZH'YE PROVINCE--GOITER)

Lomazov, M. G.(Docent)--Zaporozhye

"Experiences in the Treatment of Patients with Burns."

report submitted for the 27th Congress of Surgeons of the USSR, Moscow, 23-28 May 196

LOMAZOVA, D., inzhener.

Three million rubles saved. Mast.ugl. 2 no.12:17-18 D '53. (MLRA 6:11)
(Voroshilovgrad--Coal mines and mining) (Coal mines and mining--Voroshilovgrad)

LOMAZOVA, D., inzhener; STARITSKIY, V., inzhener.

Suggestions of efficiency experts of the Voroshilovgrad Coal Combine. Mast.ugl.3 no.10:17-19 O '54. (MLRA 7:12)
(Voroshilovgrad--Coal mines and mining)

LOMAZOVA, D., inzhener

Offers by the innovators of the Voroshilovgradugol' combine.
Mast. ugl. 4 no.6:14-16 Je '55. (MLRA 8:8)
(Voroshilovgrad--Coal mines and mining)

LOMAZOVA, D.

Fruitful years. Mast. ugl. 7 no. 6:13-14 Je '58. (MIRA 11:7)
(Donets Basin--Coal mines and mining)

LOMAZOVA, D., gornyy inzhener-elektromekhanik

Good manual on mining machinery repairs. Mast. ugl. no.10: 23 O '59. (MIRA 13:3)
(Mining machinery--Maintenance and repair)

PILYUKHANOV, L.S., inzh.; LOMAZOVA, D.I., inzh.

I.G. Shtokman's article "Basic parameters for scraper conveyers."
Ugol' 34 no.2:62 F '59. (MIRA 12:4)

1. Luganskiy sovnarkhoz.
(Coal mining machinery)
(Shtokman', I.G.)

NOVGORODSKIY, Mikhail Avramovich; LOMAZOVA, K., red.; VELICHKO, N., tekhn. red.

[Nondestructive testing of the strength of concrete in structures by mechanical devices] Kontrol' prochnosti betona v konstruktsiiakh bez razrusheniia (priborami mekhanicheskogo deistviia). Kiev, Gosstroiizdat USSR, 1963. 61 p. (MIRA 16:10)

(Nondestructive testing) (Concrete)

LOMAZOVA, KH. D.

"Changes in Blood Coagulation in students During the School Day, and Their Reflex Mechanism." Academy of Pedagogic Sciences RSFSR, Sci Res Inst of Physical Education and School Hygiene, Moscow, 1955. (Dissertation for the Degree of Candidate in Biological Sciences)

SO: M-955, 16 Feb 56

USSR/Human and Animal Physiology (Normal and Pathological). T-3
Blood Coagulation.

Abs Jour : Ref Zhur - Biol., No 16, 1958, 74664

Author : Lomazova, Kh.D.
Inst : -
Title : Time Change of Blood Coagulation and Number of Thrombocytes in Runners and Swimmers During Sports Activities.

Orig Pub : Dokl. Akad. ped. nauk RSFSR, 1957, No 2, 135-138

Abstract : In boys (29) and girls (15) 16-18 years old after a race of 100, 400, 800 and 1500 m and swimming 100 and 400 m, blood coagulation was accelerated and the number of thrombocytes (T) was increased. Upon finishing, the number of T increased an average of 80-100%, and in separate cases 200-250%. As a rule, the quantity of T in the blood increased with increased distance of the race or swim. Correlations between the acceleration of blood coagulation and duration of muscle activity did not develop. -- A.D. Beloborodova.

Card 1/1

T

Country : USSR
Category : Human and Animal Physiology, Blood

Abs. Jour. : Ref Zhur - Biol., No. 2, 1959, No. 7969

Author : Lomazova Kh. D.
Institut. :
Title : A Conditioned-Reflex Change in Blood Clotting Time in the Human.

Orig. Pub. : Dokl. Akad. ped. nauk RSFSR, 1957, No. 3, 111--113

Abstract : Brief, painful stimulation of 37 human subjects by means of electrodes from an induction coil resulted in a sudden decrease in clotting time, which returned to normal within 10 to 15 minutes. A metronome set for 180 beats per minute served as a conditioned stimulus. The unconditioned stimulus was added to it after it was in operation for 10 seconds. Prior to being combined with the unconditioned stimulus, the metronome had not produced a shortening of clotting time. Nor had the combination of

Card: 1/2

Country : USSR
Category : Human and Animal Physiology, Blood

Abs. Jour. : Ref Zhur - Biol., No. 2, 1959, No. 7969

Author :
Institut. :
Title :

Orig Pub. :

Abstract : metronome sounds and application of electrodes without current produced a change in clotting time. The reaction to electrical stimulation was reflected in the acceleration of the initial and final stages of clotting by 20 to 30 seconds. After the combination of metronome and painful stimulus was repeated 3 or 4 times, the metronome sounds became a conditioned stimulus, but the reaction which they produced with respect to shortening of clotting time was equivalent to the unconditioned reaction.--E. R. Faley

Card: 2/2

USSR/Human and Animal Physiology (Normal and Pathological) T
Physiology of Work and Sport

Abs Jour : Ref Zhur Biol., No 6, 1959, 27158

Author : Kulikova, N.N., Lomazova, Kh.D.

Inst : Academy of Pedagogical Sciences RSFSR

Title : Physico-Chemical Properties of Blood in Young and Adult Sportsmen After Muscular Activity.

Orig Pub : Dokl. Acad. ped. nauk RSFSR, 1958, No 2, 113-116

Abstract : In 29 male teen-agers and 13 adults after cycling for a distance of 50 km., sharp speed-up of blood clotting was discovered. The period of restoration of blood clotting time to original level in teen-agers was longer than in adults. The speed-up was usually accompanied by increase of number of thrombocytes. The changes of blood viscosity in adults was much less expressed than in teen-agers.

Card 1/1

USSR/Human and Animal Physiology (Normal and Pathological) T
Physiology of Work and Sport

Abs Jour : Ref Zhur Biol., No 6, 1959, 27161

Author : Gorshkova, T.H., Lomazova, Kh.D.

Inst : Academy of Pedagogical Sciences RSFSR

Title : The Change of Time of Blood Coagulation and Number of Thrombocytes in Young Runners, Swimmers and Cyclists.

Orig Pub : Izv. Akad. ped. nauk RSFSR, 1958, vyp. 93, 101-110

Abstract : In all participants in running for 100, 400 and 800 m., shortening of blood-clotting time and increase of the number of thrombocytes was observed. With lengthening of the distance run, the number of thrombocytes in the blood increased. In all swimmers for a distance of 100 and 400 m., after the finish, sharp decrease of the time of blood coagulation was observed. The number of

Card 1/2

USSR/Human and Animal Physiology (Normal and Pathological) T
Physiology of Work and Sport

Abs Jour : Ref Zhur Biol., No 6, 1959, 27161

thrombocytes after the finish on the average increased by 80-100%, and in separate cases - 200-250%. The degree of increase of the total number of thrombocytes in young girls and boys after swimming for 400 m was considerably higher than after swimming for 100,m. In cyclists, after the finish, considerable speed-up of blood coagulation was discovered. The number of thrombocytes in all cyclists increased sharply (sometimes $2\frac{1}{2}$-3 times); larger forms appeared with a more tender structure. No dependence between the degree of speed-up of blood coagulation and character of length of training was discovered. Also, no regularity in the degree of change of the time of blood coagulation in the course of the training period was discovered.

Card 2/2

LOMAZOVA, Kh.D. (Moskva)

Liver and blood coagulation. Usp. sovr. biol. 56 no.3:418-430 '63. (MIRA 17:5)

MARKOSYAN, A.A.; LOMAZOVA, Zh.D.; METAL'NIKOVA, L.M. (Moskva)

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33

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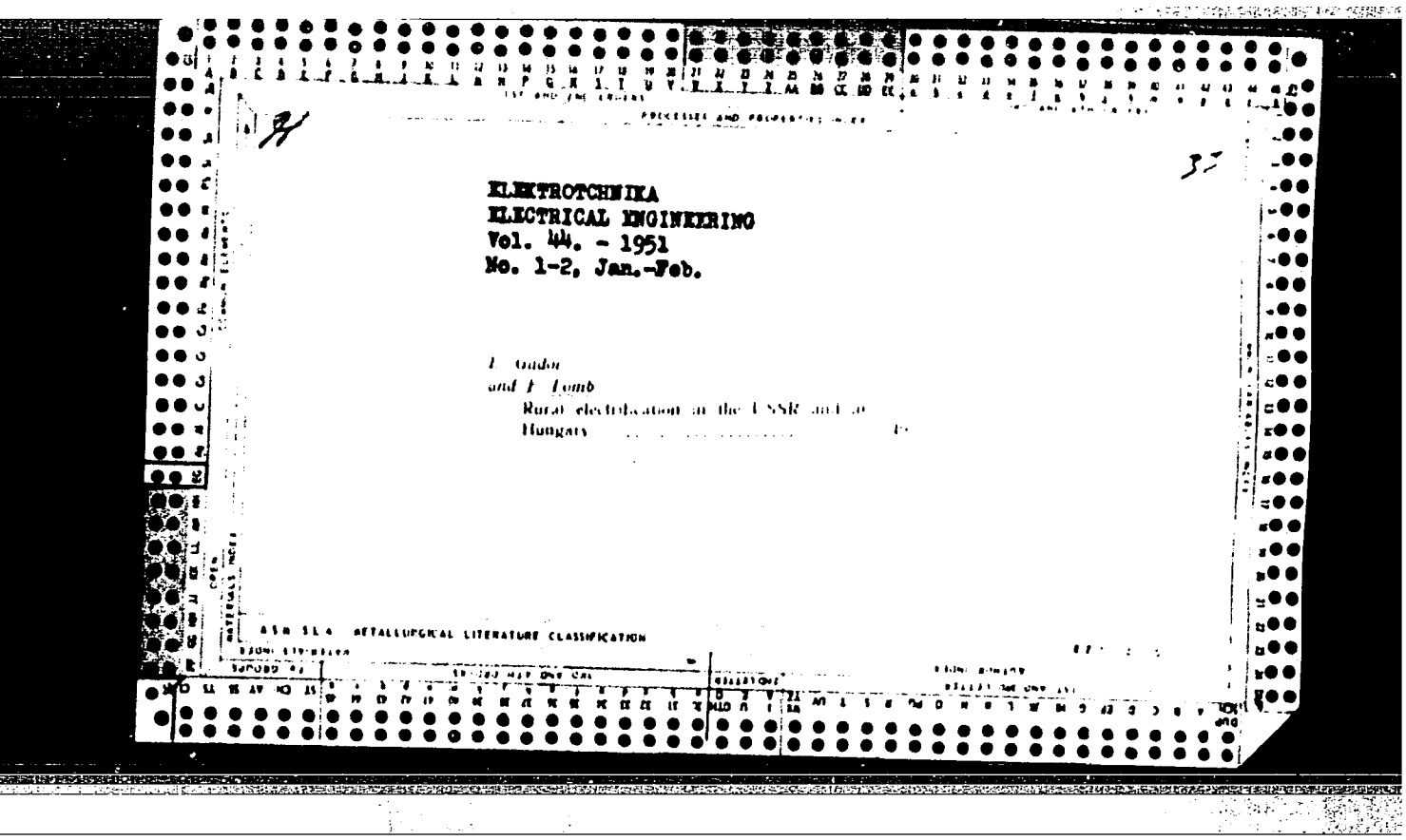

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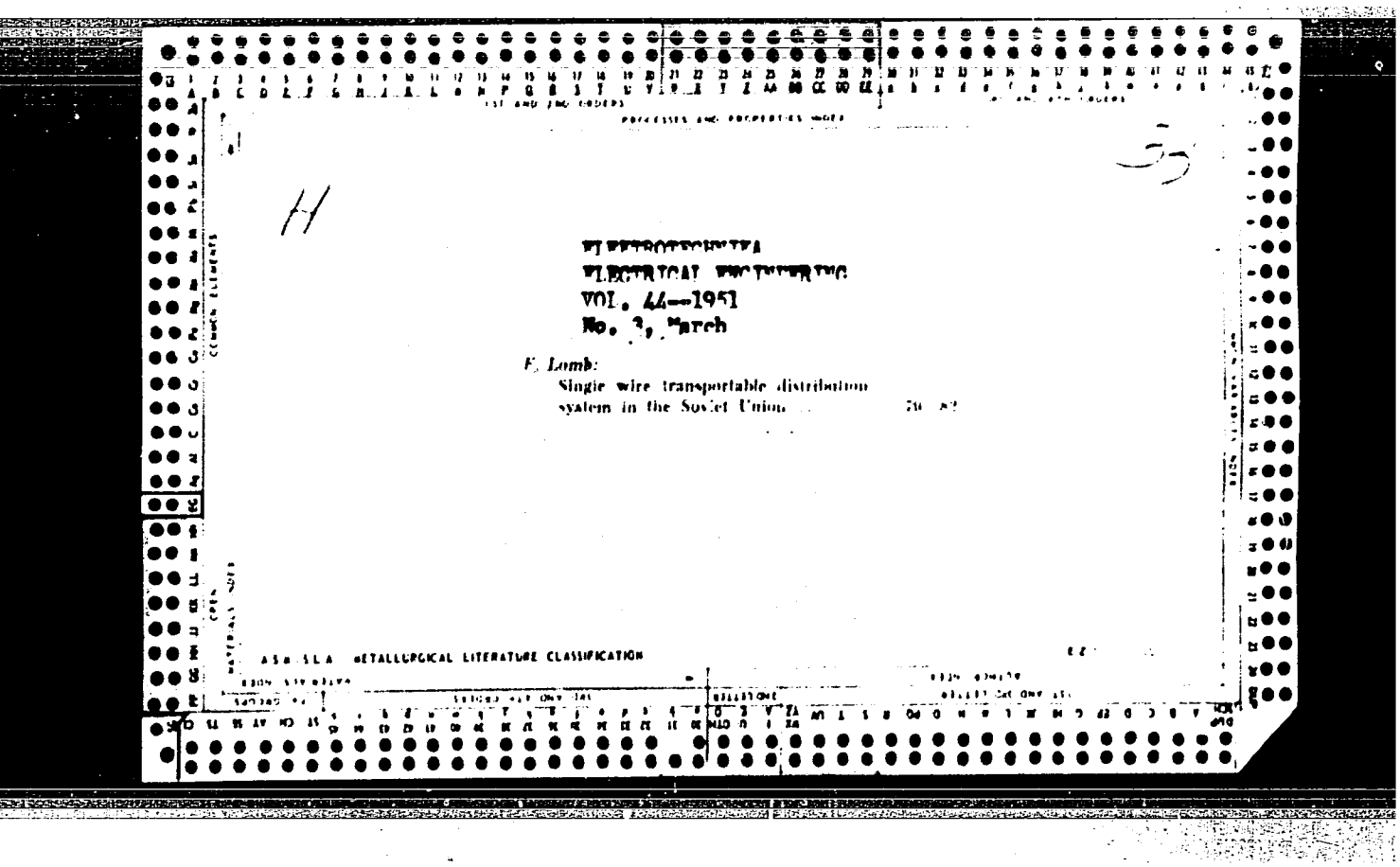

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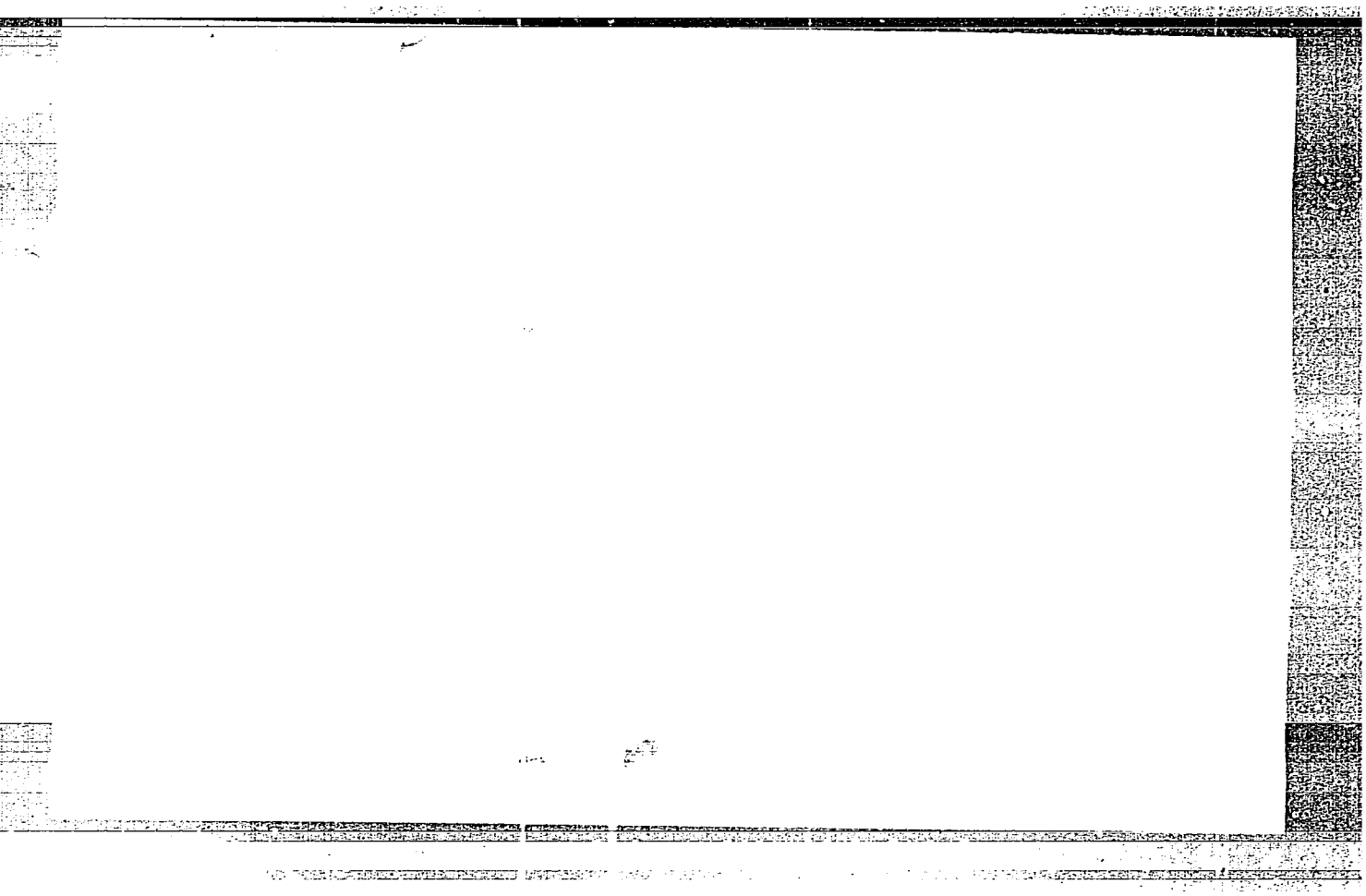

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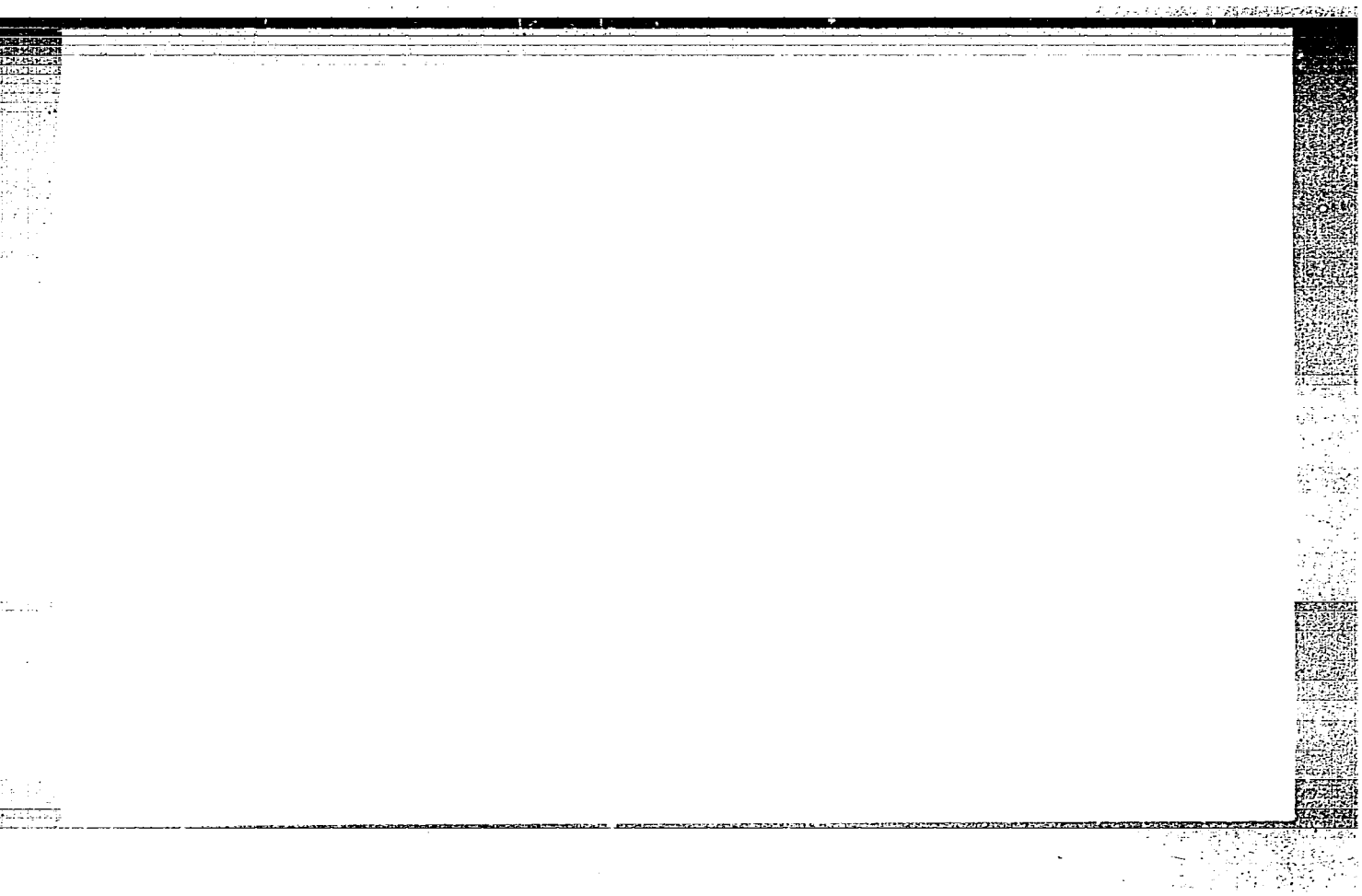

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