

SOME PERSONALITY AND BACKGROUND
CORRELATES OF ACCIDENT BEHAVIOUR

By

AKHTAR UNNISAAN QURESHI

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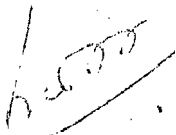
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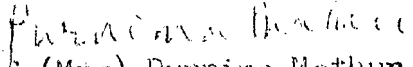
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CERTIFICATE

This is to certify that the thesis entitled: "Some personality and background correlates of accident behaviour" being submitted by Akhtar un-Nisan Qureshi to the Indian Institute of Technology, Delhi for the award of the degree of Doctor of Philosophy, is a record of bonafide research work carried out by her. Akhtar un-Nisan Qureshi has worked under my guidance and supervision and has fulfilled the requirement for the submission of this thesis, which to my knowledge has reached the requisite standard. The results contained in this thesis have not been submitted in part or in full, to any other University or Institute for the award of any degree or diploma.


Professor G.C. Das,
Head,
Dept. of Orthopaedic Surgery,
Maulana Azad Medical College,
New Delhi.

Co-Guide


Prof. (Mrs) Purnima Mathur,
Head,
Dept. of Hum. & Soc. Scs.,
Indian Instt. of Tech.,
New Delhi.

Guide

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Akhtar un-Nisan Qureshi
Akhtar un-Nisan Qureshi

ABSTRACT

The investigation was an exploratory study of some background and personality factors of urban and rural accident victims in relation to the accident behaviour.

In this study Lewin's Field Theory was considered as the base theory. For the assessment of background and personality factors both structured and unstructured interview techniques were used. For functional intelligence, Alexander - Pass Along Test was used. Personality factors were studied by Rorschach projective test. Maudsley - Personality Inventory was used for the assessment of neuroticism-extraversion trends among middle urban, lower urban, middle rural and lower rural populations.

Two hundred males of age ranging from sixteen to seventy years were drawn on an incidental basis from the orthopaedic accident cases. There were no cases from higher economic groups in the sample surveyed for selection. The sample was selected on the basis of residential status (urban and rural) and income groups (Middle and lower). Data were analyzed using various bivariate and multivariate statistical techniques.

The first hypothesis was concerned with relationship between the criterion variable of frequency of accident occurrence and background variables. It was found that only age was related to the involvement in accident.

The second hypothesis was concerned with the significant differences in number of accident in employed educated and unemployed educated middle and lower urban and middle and lower rural accident victims. The results indicated no significant relationship in number of accidents in these groups.

The third hypothesis was concerned with the driving characteristics as related to frequency of accidents of middle urban, lower urban, middle rural and lower rural accident victims. No relationship was found between driving characteristics and frequency of accidents in urban group. Driving characteristics of rural group were related to the frequencies of accident occurrence.

The fourth hypothesis assumed the relationship between intelligence and frequency of accidents. Persons with relatively low IQ (70-80) were found to have more accidents.

The fifth hypothesis assumed significant differences in the scores of neuroticism and extraversion behaviour of urban and rural accident group. The findings show that middle and lower rural groups showed relationship between extraversion and neuroticism scores with frequency of accidents.

The sixth hypothesis assumed differences in constitution of aesthenic and athletic body built of urban and rural accident victims. No relationships were obtained.

The seventh hypothesis was to explore differences in the pattern of intercorrelations between background and personality factors. Background and personality factors were related to the involvement of accidents.

The eighth hypothesis assumed the predictive efficiency of all the variables. None of the variables came out as significant predictors when adjusted R was calculated.

On the basis of the findings, it was concluded that personality and background factors differ in case of urban and rural accident victims.

Suggestions for future research were made on the basis of the above findings.

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