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“EFFECT OF STRESS ON ADJUSTMENT AMONG MSRTC BUS DRIVERS & CONDUCTORS IN JALGAON DISTRICT”



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ABSTRACT

This study investigated the effect of stress on adjustment among MSRTC Bus drivers and conductors. The population sample of the present research was chosen from MSRTC bus drivers and conductors from the different division of Jalgaon district. The research sample consisted of 300 employees out of them 150 drivers and 150 conductors. Researcher used Occupational Stress Index developed by Dr.A.K. Shrivastav & Adjustment Inventory by M.S.L. Saxena



Data was analyzed with the help of statistical techniques. Researcher used mean, S.D. and t test. Result showed that occupational stress adversely affects on the adjustment of drivers and conductors.

KEYWORDS : Stress, Adjustment, MSRTC Bus Drivers & Conductors.

1.1) INTRODUCTION :

In today's post modern century there is competition among all fields. The impact of competition is definitely affects on the mental health of the people those who are working among the government and private sectors. Mostly such fields are people oriented. The different behaviors of people's impact on the mental status of drivers and conductors also. This kind of behavior create stress among them. This kind of stress effect on their mental health & physical health and on the adjustment.

We can see maximum stress among the S.T. drivers and conductors rather than other government fields, because social, political & cultural pressure imposed on them. In everyday life we see that if there is conflict between the political parties and the government, buses are targeted by them. That's why the life of drivers and conductors come in trouble, sometimes they died in such events. Very important thing is that they try do their work with responsibility but they can't. We can't

neglect their positive view about the services.

DEFINITIONS :

(1) Stress :

Lazaras &Phokman (1984) :

"Psychological stress is a Particular relationship between the person and the environment that is appraised by the person as taxing or exceeding his other well being"

(2) Adjustment : According to White, : " Adjustment represents a compromise between the needs of the individual and demands of the society in which he lives.

1.2)STATEMENT OF THE PROBLEM :

"To study the effect of stress on adjustment among state transports bus drivers and conductors in Jalgaon District."

1.3) SIGNIFICANCE OF THE STUDY:

Today we see stress atmosphere among the government and private sector but we neglect stress among them because we think that , their aim is to serve people .When driver drives the bus there are so many responsibilities on his shoulder i.e safety driving , to drop passengers where they wants, for this the mental health of driver is very important. If the driver remains mentally uncertain and if he has bad habits we see its adverse effect on his work and it becomes a cause of accident . The life of common people come in trouble that's why the mind of drivers must be calm & steady for sake of people.

The role of conductors are also very important because when we think about his work we say that it's very simple means to take money and give ticket but we see the quarrel between a conductor and the people on very simple matter, just like money, they stop the bus and so ,bus can't run in time. Because of this, conductors also get experience of stress.

So aim of this research is to study the effect of stress on adjustment among Maharashtra state road transport corporation bus drivers and conductors of Jalgaon district.

1.4.) OPERATIONAL DEFINITIONS:

1)Bus Driver: Driver employed by the Maharashtra State Road Transport Corporation

2)Bus Conductor: Conductor employed by Maharashtra State Road Transport Corporation.

2 .RESEARCH METHODOLOGY:

2.1) Objectives of the Study:

- 1.To Find out the stress of bus conductors.
- 2.To Find out the stress of bus drivers.
- 3.To Find out the adjustment of bus conductors.
4. To Find out the adjustment of bus drivers.
- 5.To Find out the difference of Stress among bus conductors and drivers.
6. To Find out the difference of adjustment among bus drivers and conductors
7. To Find out the effect of stress on adjustment of bus conductors.
8. To Find out the effect of stress on adjustment of bus drivers.

2.2) HYPOTHESIS :

- 1) There will be no significant difference of stress among Drivers & Conductors.
- 2) There will be no significant difference of adjustment among Drivers & Conductors.
- 3) There will be significant effect of stress of adjustment on Drivers
- 4) There will be significant effect of stress of adjustment on Conductors.

2.3) VARIABLES:

A)Independent variables:-

- 1.S.T. Bus Drivers
- 2.S.T. Bus Conductors
- 3.Stress

B.Dependent variables:-

- 1)Adjustment
- 2.4)Sample : This research used purposive sample method for data collection

Drivers	Conductors	Total
55	55	110

2.5)Sampling Design :

- 1) Sample consisted of 110 State transports Bus Drivers & conductors Data collected from Jalgaon District(Maharashtra) only.
- 2) The gender criteria only Male sample was used.

Design of the Study

	Drivers (A1)	Conductors (A2)	Total
Stress B1	A1 B1 55	A2 B1 55	110
Adjustment B2	A1 B2 55	A2 B 2 55	
	55	55	110

2 x 2 factorial design will be applied.

2.6)Tools to be used for data collection :

Following psychological tests was used

- (i) Occupational Stress Index: By Dr.A. K.Shrivastav& A.P.SINGH : This scale consists of 46 items. The test – retest reliability of scale is 0.93 and validity is 0.56.
- (ii) Adjustment Inventory : By M.S.L.SAXENaA : This scale consists of 90 items. The test – retest reliability of scale is 0.87 and validity is 0.80

2.7) Statistical treatment of Data : The data was analyzed on the basis of various statistical tools, the researcher used data screening with the help of descriptive statistics such as Mean, SD. After that the inferential statistics was used. t value was calculated to find out differences between two groups.

3) RESULT ANALYSIS & INTERPERTATION :

Table No.1 Showing Means, S.D of Drivers and Conductors .

	Mean	S,D
Drivers Stress	137.41	52.47
Drivers Adjustment	268.48	31.44
Conductors Stress	156.96	59.93
Conductors Adjustment	310.85	11.86

Mean and standard deviation were calculated for the two groups of the MSRTC Burs Drivers and conductors. Drivers Stress Mean is 137.41 and SD is 52.47. while conductors stress Mean is 156.96 and S.D is 59.93. Between the two group difference of the mean is 19.55. So Conductors stress is more than Drivers. The Drivers Adjustments Mean is 268.48 and SD is 31.44 Conductors Adjustment Means is 310.85 and SD is 11.86. Between the two groups difference of mean is 42.37. So Drivers adjustment is less than Conductors.

Hypothesis 01 There will be no significant difference of stress among Drivers & Conductors.

Table No.02 Showing Mean .S.D. and t value of stress among bus drivers and conductors.

	N	Mean	S.D	t value
Drivers	55	137.41	52.47	
				59.24
Conductors	55	156.96	59.92	

Critical value : 2.62 at 0.01 level

Obtained value is 59.24 which is greater than Critical table value, hence the Null Hypothesis is rejected. Conductors Stress is more than Drivers stress.

With the help of the manual of the test stress level of conductors is moderate and drivers stress level is low.

Services of Conductors is more stress full due to the direct public contact and commutation.

Hypothesis 2 : There will be no significant difference of Adjustment among Drivers & Conductors.

Table No.02 Showing Mean .S.D. and t value of Adjustment among bus drivers and conductors.

	N	Mean	S.D	T
Drivers	150	220.80	31.44	
				3.16
Conductors	150	314.88	33.17	

Critical value of t is 2.62 at 0.01 level Of confidence, but obtained t value is 3.16 which is greater than the critical table value hence Null Hypothesis is rejected . There is significant difference among bus drivers and conductors adjustment.

Hypothesis 3. There will be significant effect of stress of Adjustment on Drivers

Table No.03 Showing Mean .S.D. and t value of Stress and Adjustment of drivers.

	N	Mean	S.D	T
Drivers Stress	150	137.41	52.47	
				2.96
Drivers Adjustment	150	268.65	10.25	

Critical value of t is 2.62 at 0.01 level and

Obtained t value is 2.96 which is greater than critical table value, hence research hypothesis is accepted. Drivers stress level is low because their adjustment is good.

Hypothesis 04 : There will be significant effect of stress of Adjustment on Conductors.

Table No.02 Showing Mean .S.D. and t value of Stress and Adjustment of conductors.

	N	Mean	S.D	t
Conductors Stress	150	156.96	59.93	
				9.61
Conductors Adjustment	150	310	11.86	

Critical value: 2.62 at 0.01 level

Obtained t value is 9.61 which is greater than the critical table value. Hence research hypothesis is accepted. Conductors Stress level is Moderate because their Adjustment is good.

RESULT :

- 1) There is significant difference of stress among S.T. bus drivers and conductors.
- 2) There is significant difference of adjustment among S.T. bus drivers and conductors.
- 3) There is significant effect of stress on the Adjustment of drivers.
- 4) There is significant effect of stress of Adjustment on conductors

SUMMARY AND CONCLUSION:

This research indicates the importance of adjustment that is stress reduction. If Adjustment is good that will have no effect on stress and stress level will be low. Good Adjustment is the indication of good mental health, so stress should not be higher. If stress is higher the adjustment will be poor and it will create many problems in human life. The MSRTC bus drivers and conductors work is related to common people. So the good adjustment is most important for drivers and conductors of MSRTC. So far as the good security of common man's life and society are concerned.

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