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EXPLORING THE IMPACT OF GEOPATHIC STRESS ON HUMAN BODY TEMPERATURE AND ROAD ACCIDENTS: A COMPREHENSIVE INVESTIGATION

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ABSTRACT

Geopathic stress emerges due to the interaction among the Earth materials, leading to disruptions in the functioning of both living and non-living systems in its surroundings. Evaluations of geopathic stress quality involve traditional approaches like the 2-L rod technique and the scientific Lecher antenna method. Concurrently, quantitative analyses encompass the Earth's electric field, magnetic field, and current. This ongoing research seeks to explore the potential correlation between attributes of geopathic stress and the frequency of road accidents, as well as its impact on fluctuations in body temperature. The study centers around 26 specific sites exhibiting elevated accident rates along the Mumbai Pune Expressway, and 30 individuals' undergone examinations to assess variations in body temperature. To explore the intricate connections among these variables, a Karl Pearson regression model and Spearman's Rank Correlation coefficient was constructed. The outcomes of the examination affirmatively indicate that geopathic stress significantly influences the human body temperature which may further contribute in the incidence of accidents.

Keywords: Geopathic Stress, Human body Temperature, Magnetic field, Road accidents.

1. INTRODUCTION

In the current context, where the natural environment exhibits diverse climates often unsuitable for human lifestyles, insects, birds, trees and animals thrive by adapting to these climatic variations. Humans, on the other hand, constantly strive to modify their surroundings to better suit their needs. Geopathic Stress refers to the energy emanating from the subsurface of the Earth at a specific location, capable of influencing the normal functioning of the human system (Freshwater, 1997). It is also called 'suffering or disease of the earth.' While awareness of Geopathic stress dates back over 4000 years, with the Chinese referring to affected areas as 'Dragon lines' (Sorate et al, 2012). A diverse range of instruments, including L-rods, coconuts, pendulums, Lecher antenna, and energy field study, serve as preferred choices for investigating the characteristics of geopathic stress are discussed in TABLE 1. By examining changes in the features of the Earth's field, it substantiates the quantitative aspects of geopathic stress. Significantly, the combination of L-rods and a photon meter appears to be highly proficient in accurately identifying groundwater veins which is interconnected to geopathic stress (Dharmadhikari et al., 2019; Muthekar et al., 2019).

Table 1: Instruments used for measuring Geopathic stress

Reference	Name of the Instrument	Use
Dharmadhikari et al., 2011(2); Dharmadhikari et al., 2008	Dowsing and Geo-Resistivity meter	For detection of Geopathic stress
Kolekar et al.,2022; Dharmadhikari et al., 2010	poly contrast interference photography (PIP)	To check energy variations due to geopathic stress
Bachler, 1970	Bio location	To check geopathic stress using human body

Research indicates that pavement distress arises from geopathic stress, ultimately contributing to road accidents (Salgude et al., 2023; Salgude et al., 2020; Chafekar, et al., 2013). It also induces alterations in the engineering properties of soil (Sorate et al., 2013);contributes to a decline in the performance of machinery placed in such environments (Poddar et al., 2014). The influence of geopathic stress on human body behavior is discussed in Table 2.

Table 2: Influence of geopathic stress on human body

Reference	Parameter	Effect
Dharmadhikari et al., 2011 (1)	Body voltage and skin resistance	Body voltage and skin resistance decreases
Dharmadhikari et al., 2010	Heart rate and blood pressure	Heart rate and blood pressure decreases
Kharat, 2010	Reaction time of driver	Reaction time of driver increases
Aghav et al., 2014	Respiratory rate	Respiratory rate increases
Convocar,2012	Sleeping	Sleeping problems are observed

In light of the existing literature, it is crucial to establish a correlation of the magnetic field, and concurrently, it is essential to examine the behavioral patterns of body temperature in geopathic zones.

2. MATERIALS AND METHODS

After conducting a thorough review of the literature, two specific objectives have been identified for the current study:

i. To examine the interaction between the behavior of magnetic fields and 2 L shaped copper rods at accident sites, aiming to explore the correlation between these geopathic stress characteristics and occurrences of road accidents.

ii. To explore the impact of geopathic stress on human body temperature.

Study on Accidents and Geopathic Stress:

An investigation to find the correlation between road accidents and geopathic stress has commenced, utilizing road accident data from Maharashtra State Road Development Corporation (MSRDC). Subsequently, a field study is planned to examine geopathic stress characteristics using 2 L roads and magnetic properties assessed with a magnetometer. Copper rods, initially aligned, may deviate from their original position due to variations in the Earth's field intensity. This phenomenon could be attributed to the body's response to geopathic stress as shown in figure 1 and figure 2.

Figure 1 2 L copper rods deflection on geopathic stress zone

Figure 2 Magnetometer used to measure magnetic characteristics

To conduct a study aligned with the aforementioned objectives, the methodology utilized is elaborated in the

Figure 3 below.

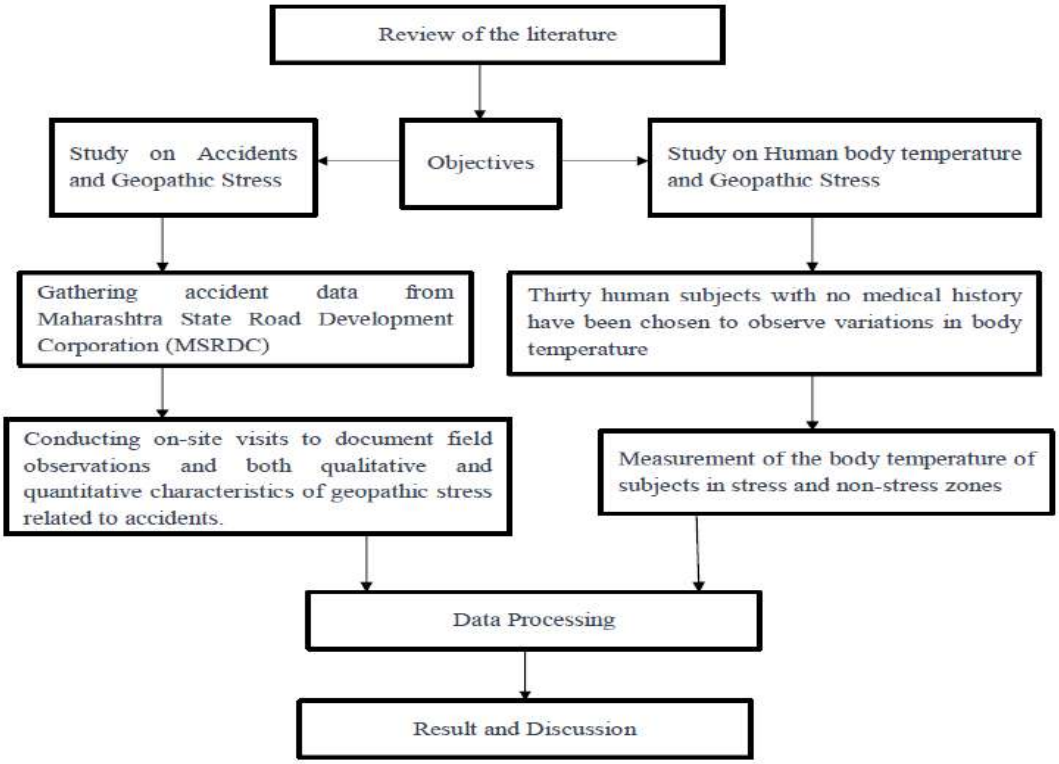


Figure 3: Flow chart of methodology adopted in the research

Study on Human Body Temperature and Geopathic Stress:

An experimental investigation was conducted at the Center for Bio field Science (CBC) in Pune to examine the impact of geopathic stress on the human body, using Medical Thermal Imaging (MIT) unit as shown in figure 4. Geopathic stress zones are recognized through the application of 2 L copper rods, and validation is accomplished by assessing a magnetic field intensity of 160 μTesla signifying a high-stress zone. The subject's body underwent scanning in two scenarios:

Baseline Scan: The subject stood in a non-stress zone.

The Second Scan: The subject stood in a stress zone.

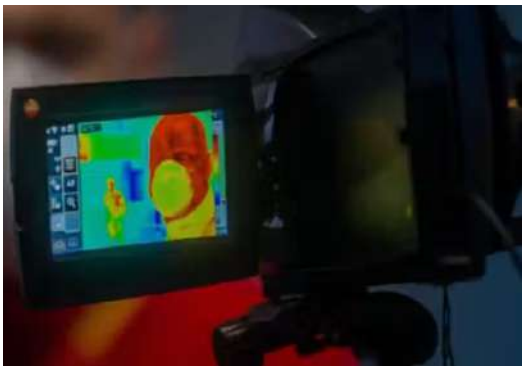


Figure 4: Medical Thermal Imaging (MTI) Unit

3. RESULTS AND DISCUSSION

The study involves an examination of recorded observations in the form of visual clues, magnetic properties, data pertaining to accidents and influence of geopathic stress on human body temperature. It is comprehensively examined in two sections as follows:

Correlation Study of Road Accidents and Geopathic Stress Characteristics:

Based on data obtained from MHRDC, a total of 26 accident sites were surveyed. Geopathic stress characteristics, including magnetic field observations and deflections of 2 L-shaped copper rods, were documented. Additionally, visual cues were recorded are discussed in the table 2.

Table 3: Field observations on Mumbai Pune Expressway

Sr. No	Location	Severity of Accident (Y)	Magnetometer reading (μ Tesla) (X_1)	L- rod Deflection (X_2)	Visual cues recorded
1.	Sappers Chauk	Minor accident	165	Y	Drainage line
2.	Near big tree	Minor accident	160	Y	Tree
3.	Road crossing	Medium Injuriable	65	Y	-
4.	At mental corner	Very fatal	45	N	-
5.	Near Patas Village	High Injuriable	30	N	-
6.	Daund corner	Very fatal	165	Y	-
7.	Kurkum M.I.D.C. corner	Death	30	Y	Small deflection
8.	Kurkum start of M.I.D.C.	Very fatal	135	Y	Drainage line and water line
9.	Bhagawantwadi	Medium Injuriable	56	Y	Slight
10.	Baramati turn	Minor injury	45	Y	Slight
11.	Khadki	Minor injury	30	Y	Slight
12.	Swami chincholi	Minor injury	45	Y	Slight
13.	Bhigawan	Minor injury	65	Y	Slight
14.	Warwand	High injury	48	N	
15.	Chaufulachauk	Death	18	Y	Medium
16.	Chaufula turn	Medium Injuriable	23	Y	Slight
17.	Bhandgaon	Medium Injuriable	26	Y	Noticeable
18.	Kedgaon	Death	35	Y	Slight deflection
19.	Kangaon	Medium Injuriable	165	Y	Large /near wet farm
20.	Yavat narrow bridge	Death	23	Y	Small deflection
21.	Khamgaon	Medium injury	42	N	
22.	Yavat	Very fatal	32	Y	Slight
23.	Chaufula right turn	Medium Injuriable	25	N	
24.	Warwand bridge	Medium Injuriable	30	Y	Slight
25.	Kedgaon bridge	Medium Injuriable	42	Y	Slight
26.	Patas bridge	Medium Injuriable	165	Y	Medium

From the data presented in Table 2, it is evident that accidents have occurred in all 26 locations. Among these, copper L rods did not deflect at 5 spots, whereas at the remaining 21 spots, deflection occurred, suggesting the existence of geopathic stress. Among the 10 locations where fatal accidents resulting in death or serious injuries occurred, the magnetic field variations are categorized as mentioned in Table 3.

Table 4: Classification of the magnetic field attributes linked to geopathic stress.

Sr. No.	Magnetometer reading	No. of spots	Remark
1.	45μTesla to 48μTesla	2	Magnetic field fluctuation in proximity to the Earth's normal magnetic field measures at 42 μTesla.
2.	18μTesla to 32μTesla	6	Substantial decrease in the magnetic field within the stress zone in comparison to the standard Earth magnetic field of 42 μTesla.
3.	135μTesla to 165μTesla	2	Noteworthy elevation in the magnetic field within the stress zone compared to the standard Earth's magnetic field at 42 μTesla.

At the remaining 16 accident sites, magnetic field variations ranging from 23 μ Tesla to 165 μ Tesla were observed, representing a substantial deviation from the Earth's standard magnetic field of 42 μT. It can be concluded that the accidents are associated with the significant fluctuations in the magnetic field attributed to the presence of geopathic stress. Therefore, a correlation between geopathic stress and road accidents exists. To mathematically calculate the correlation coefficient for the "y" parameter representing the "severity of accidents," the following quantification has been established.

Table 5: Classification of the Occurrence of accidents and L-rod deflections.

Occurrence of Accidents (y)		**L-rod deflection (X_2)**	
Parameter	Scale	Parameter	Scale
Non-Occurrence	00	No deflection	00
Occurrence (Minor injury)	02	Slight deflection	01
Occurrence (Medium injury)	04	Noticeable deflection	02
Occurrence (High injury)	06	Medium deflection	03
Occurrence (Very fatal injury but survived)	08	Large deflection	04
Occurrence (Death)	10	Instantaneous complete deflection	05

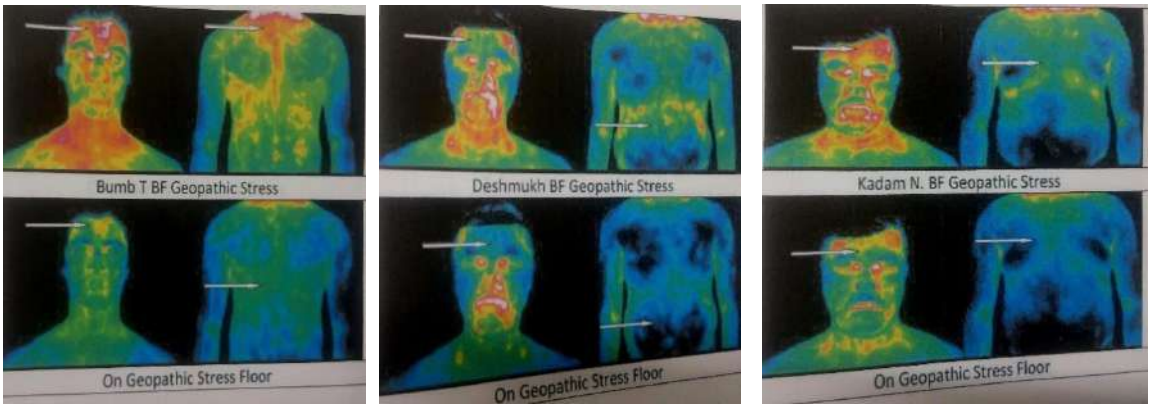
In the context of bituminous pavement, the Karl-Pearson correlation coefficient for geopathic stress zones is determined to be -0.2543. This indicates a mild negative correlation between road accidents and geopathic stress, specifically concerning the magnetic field. Hence, the calculated coefficient of determination is 6.47%, suggesting that, of the total road accidents, approximately 6.47% can be attributed to the presence of stress in the respective locations. This discrepancy arises from the observation that accidents occur across a broad range of magnetic field values, encompassing both higher and lower ranges. However, this nuanced pattern is not fully captured or reflected in the calculation methodology.

The Spearman's Rank Correlation coefficient analysis indicates a strong correlation between L-rod deflection (X2) and the occurrence of road accidents (Y). This suggests that locations with observable deflection in the L-rods also experience a higher incidence of road accidents.

In the examination of the Karl Pearson Correlation coefficient for the relationship between magnetic field (X1) and L-rod deflection (X2) in the overall road test for bituminous pavement in geopathic stress zones, a value of 0.6787 has been calculated. This finding implies a significant correlation between the magnetic field and the deflection of L-rods, highlighting a noticeable relationship between these two variables.

Investigation On Impact Of Geopathic Stress On Human Body Temperature:

A comprehensive examination was conducted on 30 volunteers with no recent medical history to evaluate variations in body temperature, both within normal zones and areas affected by geopathic stress, using Medical Thermal Imaging (MTI) Unit. As depicted in Figure 5(a), there is a discernible impact as the red tones on the forehead and neck decrease to 5%, transitioning into a green hue. Additionally, the green color on the remaining body undergoes a transformation, shifting to a blue shade, thereby indicating a substantial effect. In a parallel manner, the crimson tone on the forehead diminishes to 30% and 50% in Figure 5(b), transforming into a verdant shade. Likewise, in Figure 5(c), the red color on the forehead sees a reduction to 75% and 80%, transitioning into a green hue. Simultaneously, the green color of the body in both instances undergoes a shift to a blue hue, highlighting significant alterations for the subjects referenced in Figure 5(b) and Figure 5(c), respectively. The outcomes for 30 similar subjects have been systematically recorded and discussed as shown in figure 5 & 6.



(a) **(b)** **(c)**

Figure 5: Thermal Scanning of different subjects on Normal and Stress zone

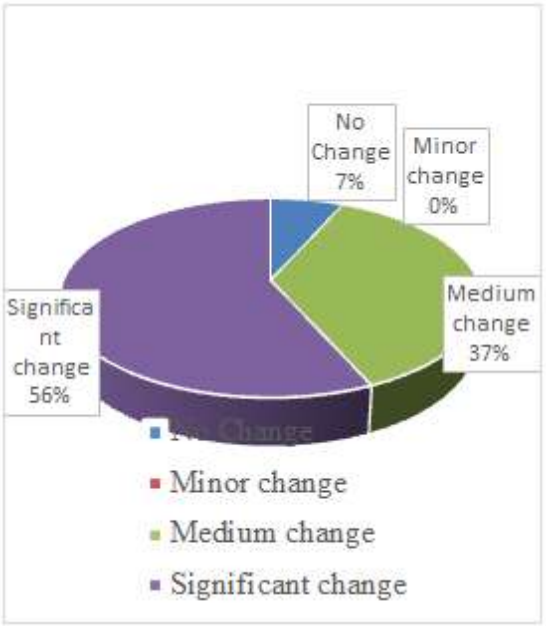


Figure 6: % change in human body temperature

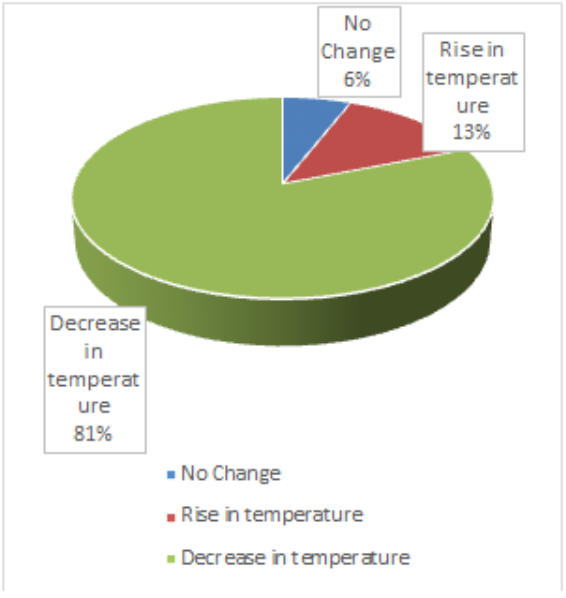


Figure 7: % Temperature difference in body temperature

As indicated by the pie chart, a notable alteration in body temperature was observed in 56% of cases when individuals stood on geopathic stress zones. Furthermore, in 81% of cases, a reduction in body temperature was noted, while an increase was observed in 13% of cases. It may be inferred that body metabolism experiences a reduction on stress zones. The aforementioned inference sheds light on the delayed reaction time (PIEV) of human subjects when exposed to geopathic stress zones. Further investigation with a larger number of cases subjected to varying intensities of geopathic stress zones is recommended for a more comprehensive understanding in this direction.

4. CONCLUSIONS

Based on the findings of the study, it is reasonable to assert the following:

i. Geopathic stress, confirmed by the bio locator using L rods at accident locations, substantiates a connection between the presence of geopathic stress and the incidence of road accidents.

ii. The features of the magnetic field contribute to road accidents by up to 6.5%.

iii. Geopathic stress significantly affects the temperature of the human body, as evidenced by a provided sample set where 93% of individuals registered a temperature change within these zones. Furthermore, it was observed that 81% of participants, when considering the overall data, reported a decrease in temperature.

It can be reasonably asserted that the attributes of geopathic stress play a significant role in the occurrence of accidents. Moreover, they contribute to altering the behavior of the human body by exerting influence on its temperature.

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Data and materials availability: All data associated with this study are present in the paper.

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