extension of two-sample inference.

Inference for Unstructured Multisample Studies (Ch. 7.1, 7.2, 7.4)

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Outline

The one-way ANOVA model

- Suppose we have:
  - Some response variable, Y
  - Some covariate factor, X, with levels $i = 1, 2, \ldots, r$ and n_i observations at level i.
- The **one-way ANOVA model**, sometimes called the one-way normal model, is:

$$Y_{ij} = \mu_i + \varepsilon_{ij}$$

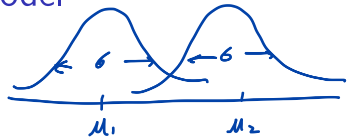
where:

- The ε_{ij}'s are iid $N(0, \sigma^2)$
- μ_i is the true mean response at level i of the factor.
- $j = 1, 2, \ldots, n_i$.

obs. for level i has a mean μ_i

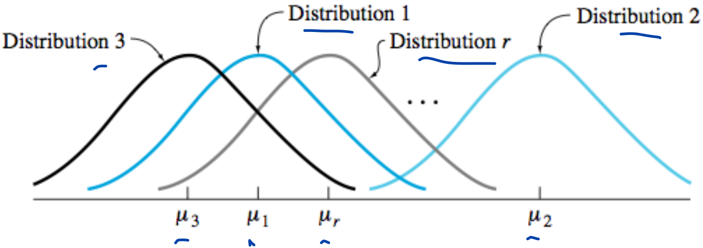
variance for these r populations are the same.

The one-way ANOVA model



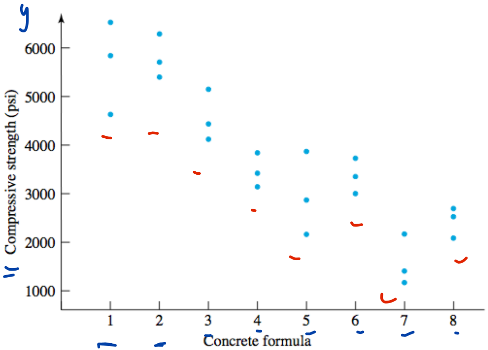
$$Y_{ij} = \mu_i + \varepsilon_{ij}$$

$|\mu_1 - \mu_2|$



Example: concrete

- Compressive strengths of 8 different formulas of concrete:



- But the order of the numbers given to the formulas is meaningless. It wouldn't make sense to do a simple linear regression of strength on formula.

Example: concrete

- Instead of:

$$Y_i = \beta_0 + \beta_1 X_i + \varepsilon_i$$

with Y_i as strength and X_i as the formula index, we use:

$$Y_{ij} = \mu_i + \varepsilon_{ij}$$

where:

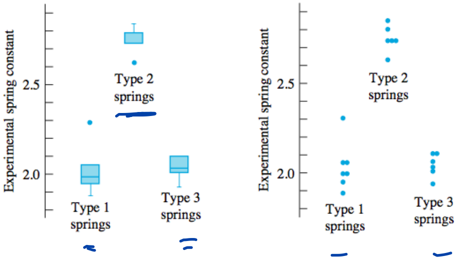
- i is the formula index, $i = 1, 2, \ldots, 8$
- j is the index of a specimen within the formula i group.

Example: springs

- Spring constants of three types of steel springs:

Empirical Spring Constants

Type 1 Springs	Type 2 Springs	Type 3 Springs
1.99, 2.06, 1.99	2.85, 2.74, 2.74	2.10, 2.01, 1.93
1.94, 2.05, 1.88	2.63, 2.74, 2.80	2.02, 2.10, 2.05
2.30		
$n_1 = 7$	$n_2 = 6$	$n_3 = 6$.



Inference for Unstructured Multisample Studies (Ch. 7.1, 7.2, 7.4)

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Example: springs

- Doesn't make sense to regress exponential spring constant on spring type.
- Instead, we apply:

$$Y_{ij} = \mu_i + \varepsilon_{ij}$$

where:

  - Y_{ij} is the exponential spring constant of spring type i spring number j.
  - μ_i is the true mean exponential spring constant of type i.
  - i is the ~~formula index~~ spring type, $i = 1, 2, \ldots, \cancel{8}$ 3 .
  - j is the index of a specimen within the formula i group.

Outline

Fitted values

- Similarly to before, $\widehat{y}_{ij}$ is the fitted value corresponding to y_{ij}. It represents an estimate of the true mean response at factor level i and sample unit j. $E(y_{ij}) = \mu_i$.
- We treat all sample units equally, letting;

$$\widehat{y}_{ij} = \hat{\mu}_i = \overline{y}_{i.} = \frac{1}{n_i}\sum_{j=1}^{n_i} y_{ij}$$

  the average of all the responses at factor level i.
- We get $\widehat{\mu}_i = \overline{y}_{i.}$ by minimizing the loss function:

$$S(\mu_1, \mu_2, \ldots, \mu_r) = \sum_{ij}(y_{ij} - \mu_i)^2$$

  over all the choices of $\mu_1, \mu_2, \ldots, \mu_r$, selecting $\overline{y}_{i.}$ to estimate μ_i.
- The residuals e_{ij} are then:

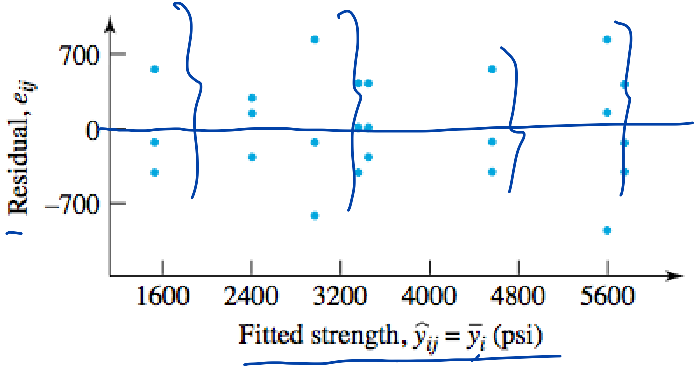
$$e_{ij} = y_{ij} - \overline{y}_{i.}$$

Example: concrete

Example Computations of Residuals for the Concrete Strength Study

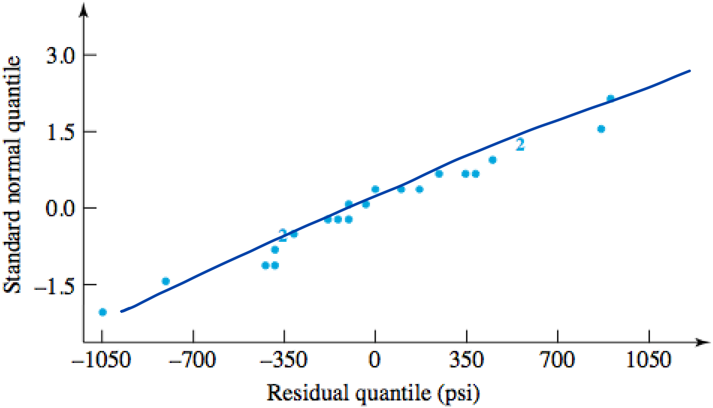
Specimen	i, Concrete Formula	y_{ij}, Compressive Strength (psi)	$\hat{y}_{ij} = \bar{y}_{i\cdot}$, Fitted Value	e_{ij}, Residual
1	1	5,800	5,635.3	164.7
2	1	4,598	5,635.3	−1,037.3
3	1	6,508	5,635.3	872.7
4	2	5,659	5,753.3	−94.3
5	2	6,225	5,753.3	471.7
⋮	⋮	⋮	⋮	⋮
22	8	2,051	2,390.7	−339.7
23	8	2,631	2,390.7	240.3
24	8	2,490	2,390.7	99.3

Example: concrete



Example: concrete

$\varepsilon_{ij} \sim N(0, \sigma^2)$



Outline

Variance estimation

- We can compute a sample variance for each factor level:

$\bar{y}_{i\cdot}$

$$s_i^2 = \frac{1}{n_i - 1} \sum_j (y_{ij} - \overline{y}_{ij})^2$$

- And we can compute a **pooled sample variance**:

$$s_P^2 = \frac{(n_1 - 1)s_1^2 + (n_2 - 1)s_2^2 + \cdots + (n_r - 1)s_r^2}{(n_1 - 1) + (n_2 - 1) + \cdots + (n_r - 1)}$$

$n - r \leftarrow$ # of groups/ levels.

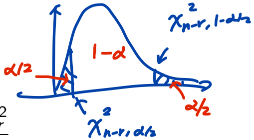
$n_1 + n_2 + \cdots + n_r$ total sample size.

- The pooled sample standard deviation is just $s_P = \sqrt{s_P^2}$

Variance estimation

- If $n = \sum_i n_i$, then:

$$s_P^2 = \frac{(n_1-1)s_1^2 + (n_2-1)s_2^2 + \cdots + (n_r-1)s_r^2}{(n_1-1)+(n_2-1)+\cdots+(n_r-1)}$$
$$= \frac{(n_1-1)\left(\frac{1}{n_1-1}\right)\sum_j (y_{1j}-\overline{y}_1)^2 + \cdots + (n_r-1)\left(\frac{1}{n_r-1}\right)\sum_j (y_{lj}-\overline{y}_l)^2}{n-r}$$
$$= \frac{1}{n-r}\sum_{ij}(y_{ij}-\overline{y}_i)^2$$
$$= \frac{1}{n-r}\sum_{ij} e_{ij}^2$$



$$P\left(\chi_{n-r,\alpha/2} \le \frac{n-r}{\sigma^2} s_p^2 \le \chi^2_{n-r,1-\alpha/2}\right)$$
$$= 1-\alpha \quad \boxed{\frac{n-r}{\chi^2_{n-r,1-\alpha/2}} s_p^2 \le \sigma^2 \le \frac{n-r}{\chi^2_{n-r,\alpha/2}} \cdot s_p^2}$$

- As it turns out,

$$E(s_P^2) = \sigma^2$$
$$\frac{n-r}{\sigma^2} s_P^2 \sim \chi^2_{n-r}$$

- A $1-\alpha$ confidence interval for σ^2 is of the form:

$$\left(\frac{n-r}{\chi^2_{n-r,\ 1-\alpha/2}} s_P^2,\ \frac{n-r}{\chi^2_{n-r,\ \alpha/2}} s_P^2\right)$$

Example: concrete

Summary Statistics for the Concrete Strength Study

i, Concrete Formula	n_i, Sample Size	$\bar{y}_i$, Sample Mean (psi)	s_i, Sample Standard Deviation (psi)
1	$n_1 = 3$	$\bar{y}_1 = 5,635.3$	$s_1 = 965.6$
2	$n_2 = 3$	$\bar{y}_2 = 5,753.3$	$s_2 = 432.3$
3	$n_3 = 3$	$\bar{y}_3 = 4,527.3$	$s_3 = 509.9$
4	$n_4 = 3$	$\bar{y}_4 = 3,442.3$	$s_4 = 356.4$
5	$n_5 = 3$	$\bar{y}_5 = 2,923.7$	$s_5 = 852.9$
6	$n_6 = 3$	$\bar{y}_6 = 3,324.7$	$s_6 = 353.5$
7	$n_7 = 3$	$\bar{y}_7 = 1,551.3$	$s_7 = 505.5$
8	$n_8 = 3$	$\bar{y}_8 = 2,390.7$	$s_8 = 302.5$

Example: concrete

$$s_P^2 = \frac{(3-1)(965.6)^2 + (3-1)(432.3)^2 + \cdots + (3-1)(302.5)^2}{(3-1) + \cdots + (3-1)}$$

$$= 2\frac{965.6^2 + 432.3^2 + \cdots + 302.5^2}{16}$$

$$= 338213 \text{ psi}^2$$

$$s_P = \sqrt{338213} = 581.6psi$$

Example: concrete

$\alpha = 1 - 0.9 = 0.1$, $\chi^2_{n-r,\,1-\alpha/2}$ $\chi^2_{n-r,\,\alpha/2}$

- $n = 24$, $r = 8$, $n - r = 16$.
- $\chi^2_{16,\ 0.95} = 26.296$, $\chi^2_{16,\ 0.05} = 7.962$
- Hence, a 90% 2-sided confidence interval for σ^2 is:

$$\left(\frac{16 \cdot 581.6^2}{26.296}, \frac{16 \cdot 581.6^2}{7.962} \right)$$

$$= (205816,\ 679745.9)$$

and you can make a 90% confidence interval for σ by transforming the endpoints of the confidence interval for σ^2:

$$(\sqrt{205816},\ \sqrt{679745.9}) = (453.7,\ 824.5)$$

- We're 90% confident that the true overall standard deviation of compressive strength of the concrete within factor levels is between 453.7 psi and 824.5 psi.

Outline

Standardized residuals

- Just as before, even though $\varepsilon_{ij} \sim$ iid $\mathrm{N}(0, \sigma^2)$, the e_{ij}'s don't have constant variance.
- The **standardized residuals** for the one-way ANOVA model are of the form:

$$e_{ij}^* = \frac{e_{ij}}{s_P \sqrt{\frac{n_i - 1}{n_i}}}$$

$Var(e_{ij})$

$= \sigma^2 \cdot \frac{n_i - 1}{n_i}$

which are approximately $N(0, 1)$.

Outline

The one-way ANOVA model

Residuals and fitted values

Variance estimation

Standardized residuals

in two sample inference:

Inference

$H_0: \mu_1 = \mu_2$. $H_a: \mu_1 \neq \mu_2$.

Confidence interval for linear combination of means

Inference for the one-way ANOVA model

1. $H_0 : \mu_1 = \mu_2 = \cdots = \mu_r$, H_a : not all the μ_i's are equal.
2. α is some sensible value.
3. The test statistic is:

$$F = \frac{MSR}{MSE} = \frac{SSR/(r-1)}{SSE/(n-r)}$$

- Here,
  $n_1 + n_2 + \cdots + n_r$
  - n is the number of observations.
    $\bar{y}_{..} = \frac{\sum_{i,j} y_{ij}}{n.}$
  - r is the number of levels of the covariate.
  - $SSR = \sum_{ij}(\widehat{y}_{ij} - \overline{y}_{..})^2 = \sum_{ij}(\overline{y}_{i.} - \overline{y}_{..})^2$
  - $SSE = \sum_{ij}(y_{ij} - \widehat{y}_{ij})^2 = \sum_{ij}(y_{ij} - \overline{y}_{i.})^2$
- Assume H_0 is true, the model is valid, and the ε_{ij}'s are iid $N(0, \sigma^2)$
- Then, $F \sim F_{r-1,\ n-r}$.
- Reject H_0 if $F > F_{r-1,\ n-r,\ 1-\alpha}$

Inference for the one-way ANOVA model

4. Compute the observed F using data. To do that, we can construct the ANOVA table:

Source	SS	df	MS	F
Covariate	SSR	$r-1$	$SSR/(r-1)$	MSR/MSE
Error	SSE	$n-r$	$SSE/(n-r)$	

5. If $observedF > F_{r-1,n-r,1-\alpha}$, reject H_0; or we can compute the p-value:

$$P(F_{r-1,n-r} > observedF)$$

   If the p-value is small, we reject H_0.

6. Conclusion in layman's term.

Example: concrete

1. $H_0 : \mu_1 = \mu_2 = \cdots = \mu_8$, H_a : not all the μ_i's are equal.
2. $\alpha = 0.05$
3. The test statistic is:

$$F = \frac{MSR}{MSE} = \frac{SSR/(r-1)}{SSE/(n-r)} = \frac{SSR/7}{SSE/16}$$

- Assume H_0 is true, the model is valid, and the ε_{ij}'s are iid $N(0, \sigma^2)$
- Then, $F \sim F_{r-1,\ n-r}$. $= F_{7,16}$
- Reject H_0 if $F > F_{r-1,\ n-r,\ 1-\alpha} = F_{7,16,0.95} = 2.66$

Table B.6.

Example: concrete

$SSR = SST - SSE$

4. We start by calculating SST, s_P^2, and SSE:

$$(5{,}800 - 3{,}693.6)^2 + (4{,}598 - 3{,}693.6)^2 + (6{,}508 - 3{,}693.6)^2$$
$$+ \cdots + (2{,}631 - 3{,}693.6)^2 + (2{,}490 - 3{,}693.6)^2$$
$$= 52{,}772{,}190\ (\text{psi})^2$$

$s_p^2 = \frac{SSE}{n-r}$.

$$s_P^2 = 338{,}213.1\ (\text{psi})^2 \text{ and } n - r = 16, \text{ so}$$

$$SSE = (n-r)s_P^2 = 5{,}411{,}410\ (\text{psi})^2$$

Lastly, we calculate SSR:

$SST - SSE$

$$\sum_{i=1}^{r} n_i(\bar{y}_i - \bar{y})^2 = 47{,}360{,}780$$

Example: concrete

ANOVA Table (for testing H_0: $\mu_1 = \mu_2 = \cdots = \mu_8$)

Source	*SS*	*df*	*MS*	*F*
Treatments	47,360,780	7	6,765,826	20.0
Error	5,411,410	16	338,213	
Total	52,772,190	23		

5. With $observedF = 20.0 > 2.66$, we reject H_0 and conclude H_a.
6. There is enough evidence to conclude that the compressive strength of the concrete varies with formula.

Example: railroad rails

- The following data are taken from the paper *Zero- Force Travel-Time Parameters for Ultrasonic Head-Waves in Railroad Rail* by Bray and Leon- Salamanca (Materials Evaluation, 1985).
- Given are measurements in nanoseconds of the travel time (in excess of 36.1 μs) of a certain type of mechanical wave induced by mechanical stress in railroad rails.

Rail	Travel Time (nanoseconds above 36.1 μs)
1	55, 53, 54
2	26, 37, 32
3	78, 91, 85
4	92, 100, 96
5	49, 51, 50
6	80, 85, 83

Example: railroad rails

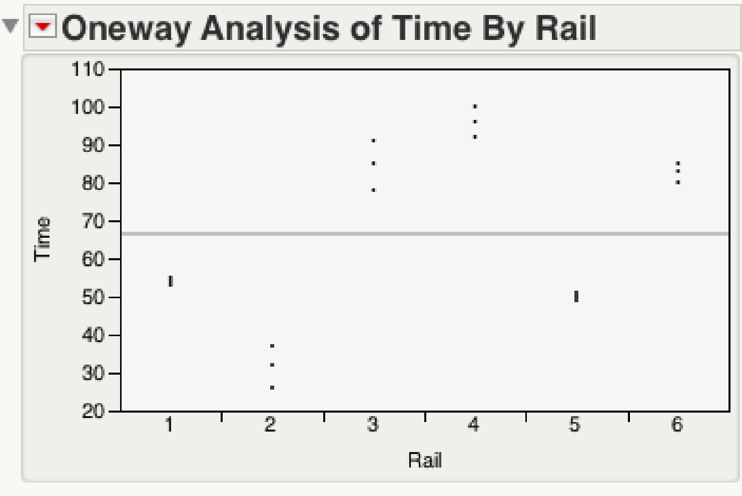
- We apply the model:

$$Y_{ij} = \mu_i + \varepsilon_{ij}$$

where:

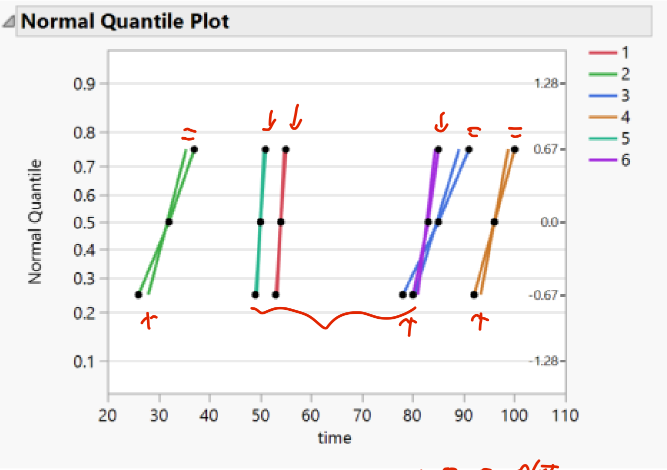
  - Y_{ij} is the observed travel time (ns) of the wave in excess of 26.1 μs for Rail i wave j.
  - μ_i is the true mean travel time (ns) in excess of 26.1 μs of waves through Rail i.

Example: railroad rails



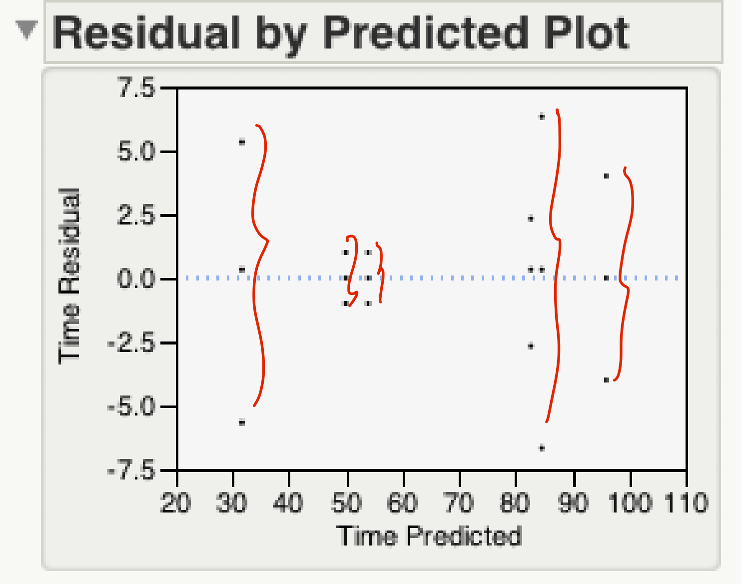
Example: railroad rails

$\varepsilon_{ij} \sim N(0, \sigma^2)$.
- check normality.
- check equal variance assumption.

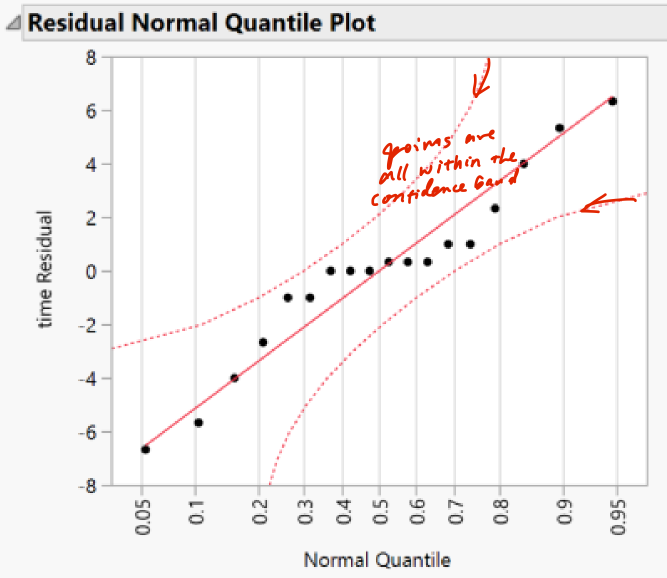


in a Normal Q-Q plot
- straight line for each group
- parallel ? yes → equal variance.
  no → might not be equal.

Example: railroad rails



Example: railroad rails



Example: railroad rails

1. $H_0 : \mu_1 = \mu_2 = \cdots = \mu_6$, H_a : not all the μ_i's are equal.
2. $\alpha = 0.05$
3. The test statistic is:

$$F = \frac{MSR}{MSE} = \frac{SSR/(r-1)}{SSE/(n-r)} = \frac{SSR/(6-1)}{SSE/(18-6)} = \frac{SSR/5}{SSE/12}$$

- Assume H_0 is true, the model is valid, and the ε_{ij}'s are iid $N(0, \sigma^2)$
- Then, $F \sim F_{r-1,\ n-r}$. $F_{5,12}$.
- Reject H_0 if $F > F_{r-1,\ n-r,\ 1-\alpha} = F_{5,12,0.95} = 3.11$

Inference for Unstructured Multisample Studies (Ch. 7.1, 7.2, 7.4)

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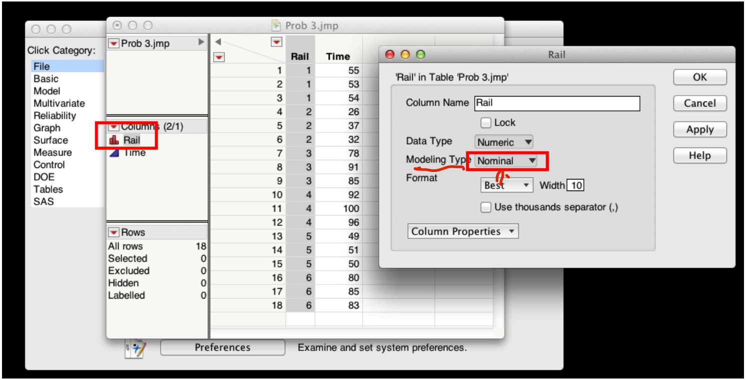
Example: railroad rails

4. Load the data into JMP and fit travel time on rail, and *make sure the rail variable is a factor*.



Row	Rail	Time
1	1	55
2	1	53
3	1	54
4	2	26
5	2	37
6	2	32
7	3	78
8	3	91
9	3	85
10	4	92
11	4	100
12	4	96
13	5	49
14	5	51
15	5	50
16	6	80
17	6	85
18	6	83

Example: railroad rails

Analysis of Variance

Source	DF	Sum of Squares	Mean Square (MSR)	F Ratio
Model	5	9310.5000 SSR	1862.10	115.1814
Error	12	194.0000 SSE	16.17 MSE	**Prob > F**
C. Total	17	9504.5000		<.0001*

5. With *observedF* $= 115.18 > 3.11$, we reject H_0 and conclude H_a.
6. There is enough evidence to conclude that the true mean excess travel time of waves along the rails depends on the rail.

Outline

Confidence interval for linear combination of means

- When we have multiple samples with means $\mu_1, \mu_2, \ldots, \mu_r$, we want to compare these means
- There are many possibilities: μ_1, $\mu_1 - \mu_2$, $\mu_1 - \mu_2$, $\frac{1}{2}(\mu_1 + \mu_2) - \mu_3 \ldots$.
- We will construct a confidence interval for a linear combination of these means. We denote the linear combination as

$$L = c_1\mu_1 + c_2\mu_2 + \cdots + c_r\mu_r$$

μ_1: $c_1 = 1$. $c_2 = c_3 = \cdots = c_r = 0$

$\mu_1 - \mu_2$: $c_1 = 1$. $c_2 = -1$, 0 for others.

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Confidence interval for linear combination of means

$Y_{ij} \sim N(\mu_i, \sigma^2).$

$\hat{\mu}_{i\cdot}$

- Since the estimate for μ_i is $\bar{y}_{i\cdot}$, the estimate of L is

$$\hat{L} = c_1\bar{y}_{1\cdot} + c_2\bar{y}_{2\cdot} + \cdots + c_r\bar{y}_{r\cdot}$$

- Under the one-way normal model, $\bar{y}_{i\cdot} \sim N(\mu_i, \sigma^2/n_i)$. So

L

$$\hat{L} \sim N\left(c_1\mu_1 + c_2\mu_2 + \cdots + c_r\mu_r,\ \sigma^2\left(\frac{c_1^2}{n_1} + \frac{c_2^2}{n_2} + \cdots + \frac{c_r^2}{n_r}\right)\right)$$

Confidence interval for linear combination of means

- Thus

$$\frac{\hat{L} - L}{\sigma\sqrt{\frac{c_1^2}{n_1} + \frac{c_2^2}{n_2} + \cdots + \frac{c_r^2}{n_r}}} \sim N(0,1)$$

- Replacing the unknown σ with the pooled sample standard deviation, then

$$\frac{\hat{L} - L}{s_P\sqrt{\frac{c_1^2}{n_1} + \frac{c_2^2}{n_2} + \cdots + \frac{c_r^2}{n_r}}} \sim t_{n-r}$$

- Therefore a two-sided $1-\alpha$ confidence interval is

$$\hat{L} \pm t_{n-r,1-\alpha/2}\, s_P\sqrt{\frac{c_1^2}{n_1} + \frac{c_2^2}{n_2} + \cdots + \frac{c_r^2}{n_r}}$$

The one-sided confidence intervals are analogous.

$\hat{L} - t_{n-r,1-\alpha}\, se(\hat{L})$

Example: railroad rails

Different from one-sample or two-sample inference!

Construct the following confidence intervals with the JMP output:

always use S_p and t_{n-r}. for one-way model.

1. 95% two-sided confidence interval for μ_1
2. 95% two-sided confidence interval for $\mu_1 - \mu_2$
3. 95% lower confidence bound for $\mu_3 - \mu_5$
4. 90% two-sided confidence interval for $\frac{1}{2}(\mu_1 + \mu_2) - \mu_3$

Least Squares Means Table $\bar{y}_i.$

Level	Least Sq Mean	Std Error	Mean
1	54.000000	2.3213980	54.0000
2	31.666667	2.3213980	31.6667
3	84.666667	2.3213980	84.6667
4	96.000000	2.3213980	96.0000
5	50.000000	2.3213980	50.0000
6	82.666667	2.3213980	82.6667

Summary of Fit

RSquare	0.979589
RSquare Adj	0.971084
Root Mean Square Error	4.020779
Mean of Response	66.5
Observations (or Sum Wgts)	18

S_p

Example: railroad rails

Table B.4

1. $t_{n-r,1-\alpha/2} = t_{18-6,1-0.05/2} = t_{12,0.975} = 2.179$. So

$\hat{\mu}_1$

$C_1 = 1$. $C_2 = \cdots C_6 = 0$

$n_1 = 3$.

$$\begin{aligned}&\bar{y}_{1\cdot} \pm t_{12,0.975} s_P \sqrt{\frac{1^2}{3}}\\ =&54.000 \pm 2.179(4.021)\sqrt{1/3}\\ =&54 \pm 5.059\\ =&(48.941, 59.059)\end{aligned}$$

We are 95% confident that the mean mechanical wave travel time for Rail 1 is any number between 48.941 and 59.059 nanoseconds.

Example: railroad rails

2. $t_{n-r,1-\alpha/2} = t_{18-6,1-0.05/2} = t_{12,0.975} = 2.179$. So

$\hat{\mu}_1 - \hat{\mu}_2$

$c_1 = 1.\ c_2 = -1$

$c_3 = \cdots = c_6 = 0$

$n_1 = n_2 = 3.$

$$
\begin{aligned}
&\bar{y}_{1\cdot} - \bar{y}_{2\cdot} \pm t_{12,0.975} \boxed{s_P} \sqrt{\frac{1^2}{3} + \frac{(-1)^2}{3}} \\
=&(54.000 - 31.667) \pm 2.179(4.021)\sqrt{2/3} \\
=&22.333 \pm 7.154 \\
=&(15.179, 29.487)
\end{aligned}
$$

We are 95% confident that the mean mechanical wave travel time for Rail 1 is longer than that of Rail 2 by any number between 15.179 and 20.487 nanoseconds.

Example: railroad rails

3. $t_{n-r,1-\alpha} = t_{18-6,1-0.05} = t_{12,0.95} = 1.782$. So the lower 95% confidence bound is

$c_3 = 1,\ c_5 = -1$
0 for the other.
$n_3 = n_5 = 3$.

$\hat{\mu}_3 - \hat{\mu}_5$

$$\bar{y}_{3\cdot} - \bar{y}_{5\cdot} - \boxed{t_{12,0.95}}\, s_P \sqrt{\frac{1^2}{3} + \frac{(-1)^2}{3}}$$
$$= (84.667 - 50.000) \pm 1.782(4.021)\sqrt{2/3}$$
$$= 34.667 - 5.851$$
$$= 28.816$$

We are 95% confident that the mean mechanical wave travel time for Rail 3 is longer than that of Rail 5 by at least 28.816 nanoseconds.

Example: railroad rails $\frac{1}{2}(\mu_1+\mu_2)-\mu_3$

$= \frac{1}{2}\mu_1 + \frac{1}{2}\mu_2 - \mu_3 \Rightarrow$ $c_1 = \frac{1}{2}$, $c_2 = \frac{1}{2}$, $c_3 = -1$

4. $t_{n-r,1-\alpha/2} = t_{18-6,1-0.1/2} = t_{12,0.95} = 1.782$. So $\frac{\left(\frac{1}{4}+\frac{1}{4}+1\right)}{3} = \frac{1}{2}$

$$\frac{1}{2}\bar{y}_{1\cdot} + \frac{1}{2}\bar{y}_{2\cdot} - \bar{y}_{3\cdot} \pm t_{12,0.95}s_P\sqrt{\frac{(1/2)^2}{3} + \frac{(1/2)^2}{3} + \frac{(-1)^2}{3}}$$

$$=(\frac{1}{2}54.000 + \frac{1}{2}31.667 - 84.667) \pm 1.782(4.021)\sqrt{1/2}$$

$$= -41.834 \pm 5.067$$

$$=(-46.901, -36.767)$$

$\frac{1}{2}(\mu_1+\mu_2)$

We are 90% confident that the average of the mean mechanical wave travel times for Rail 1 and Rail 2 is shorter than the mean mechanical wave travel time of Rail 3 by any number between 46.901 and 36.767 nanoseconds.

μ_3