

Teachers' 'Perfection' Image Now Declining

One consequence of the mental hygiene emphasis in schools is a more realistic view of the teacher as a person. Howard Y. McClusky, University of Michigan professor of educational psychology and adult education, declares.

"In the early days of optimism over the promise of mental hygiene, there was a tendency—existing in part today—to expect a candidate to possess a high degree of mental

health as a qualification for teaching," McClusky says. "This was a kind of up-dated version of an older belief that a teacher should be a model of virtue," he explains.

"BUT TODAY, MENTAL hygiene has led us to modify this perfectionistic view. It has reminded us that teachers too are 'whole persons'—that they have anxieties like

the pupils they teach and frustrations like the parents they serve. Teachers must be able to fulfill their own needs if they are to be productive.

"At the same time, mental hygienists hope that teachers will achieve enough insight into the source of their problems so as not to take the consequences out on the pupils they supervise and the colleagues they work with," says the U-M educator.

"IN ADDITION, they expect that teachers will have enough emotional maturity to cope with encroachments on their rights as individuals. But beyond that minimum they would allow, as in the case of pupils, enough psychological space for the expression of individual differences in order to preserve if not strengthen their integrity," he says.

"A teacher then may be imperfect, and still be important as a person and effective as a teacher, especially when he is aware of what teaching does to teachers and what teachers can do for teaching. And the same goes for administrators and members of the nonacademic staff."

Took A Cruise

Navy Lt. junior grade George L. Huffman, Jr., son of Mr. and Mrs. George L. Huffman of 28590 Scenic, Franklin, is serving aboard the submarine USS Pickrel which returned recently to its homeport at Pearl Harbor, Hawaii, completing a five-month cruise in the Western Pacific.

While deployed in the Far East, the Pickrel served as a member of the U. S. Seventh Fleet.

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City Beat

(Continued from 1-B)

some of the steps proposed by the researcher. Well and good; that is as it should be.

MUCH HAS been said about the hard work, the dedication, the time given to OCL projects by its leaders; its accomplishments over the years; and its worthwhile purposes.

Wonderful! But this doesn't mean that there still aren't some faults in the organization and in its leadership. This shouldn't prevent the publishing of a news story reporting on criticisms.

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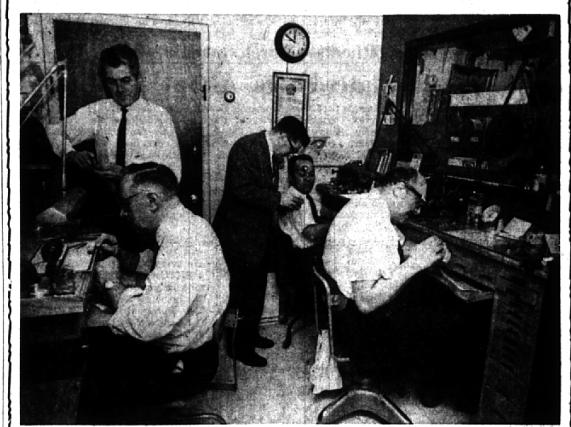
Yet, this does not free him from caustic comments from his own countrymen and, indeed, from his own political party.

WHEN A person accepts the responsibilities of an office, he must expect to receive any blame or criticism leveled at it—justified or not. This is going to happen regardless of his capabilities and his good intentions.

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Detroit Had World's First Traffic Light

The first four-way electric traffic signal tower in the world was located at the intersection of Woodward and Michigan Avenues in Detroit in Oct. of 1920.

The tower was manually operated and had twelve lamps, three in each direction.

In Dec. of 1920, signals were added along Woodward Avenue at Grand River, State, Fort and Congress, but all were controlled from the manual tower at Woodward and Michigan (the present intersection of US-10 and US-12).

THE INVENTOR of the first traffic signal was William L. Potts, who was at the time a Detroit police inspector and now is deceased.

In 1921, Potts installed his first automatic signal light system in 15 towers.

During the next 25 years, the location and operation of traffic lights throughout the world had changed considerably, but the original principle developed by Potts remains.

The last traffic tower in Detroit was removed from East Jefferson and Grand Boulevard in 1930.

POTTS SAID the idea for red-green and amber lights was first used by the railroads and his first automatic timing device at Woodward and Michigan was built from a sign flasher which cost \$37. Potts held no patents on the device.

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