

*Anthony Locricchio Says 'Stuck Neck Out Too Far On Poverty Program'*

# Seminarian Tells Why He Was Ousted

Custed Seminarian Anthony P. Locricchio today said he was fired because "I stuck my neck out and said what I saw in the Detroit poverty program."

He charged that the church had decided to use its strength on behalf of the poor.

Locricchio spoke out for the first time since he was denied ordination into the diaconate with his class Aug. 6 at St. John's Seminary, Plymouth.

He returned last weekend from Rosario, Colombia, where he was helping a cleric friend with a housing project for poverty-stricken natives.

LOCRICCHIO this week started teaching a class on "The Church and the City" at the University of Detroit, a course which he was twice before prevented from completing.

He said may join a religious order program on a national scale.

More than 75 laymen who signed a white paper demanding reasons for Locricchio's ouster said they had not re-

ceived an answer from The Rev. John F. Dearden, archbishop of Detroit.

FOR the first time, Locricchio told his side of the story:

"Basically, I think I was denied ordination because there was a guy who stood up and said what he saw in the poverty program. There was this great concern about ordaining people who would speak out."

"The saddest thing is this great concern about me. The real problem is that the Church is not serving the poor. That's what this is all about. In all the turmoil, this is the main focus."

He said he wished the group of laymen supporting his position and demanding answers from the archdiocese to forcing changes within the church.

Locricchio said a group of concerned laymen within the archdiocese have asked that the archdiocese stay out of the poverty program.

"It's a serious indictment of the church, that its work is

such poor quality that the people to be helped no longer want the church to take part in the program," he said.

LOCRICCHIO said he was "extremely pleased" by the campaign of the laymen on his behalf but that the major concern should be whether the church is going to serve the poor.

"But if enough do it now and it must be now—they will get support. Perhaps in five or 10 years, these changes will come if enough people act now."

"I feel that change has to develop in the church and that it must come from within. Too

many priests have become instruments of the institution rather than standing up for their beliefs.

"I think the job for the priest and for the cleric now is to stick his neck out, knowing that if might very well be chopped off."

"But if enough do it now and it must be now—they will get support. Perhaps in five or 10 years, these changes will come if enough people act now."

"The silence of the church in this major question indicates that it has placed itself in

the position of abandoning responsibility."

The failure of the archdiocese to spell out the reasons for his ouster, Locricchio said, has given rise to rumors.

"In Detroit, I could not be an effective priest," he said. "I want to protect my reputation to be cleared."

Locricchio, who has been denied into the seminaries, said he is not a rebel to the point of disowning the church or his position.

"I feel I should try one more time," he said.

BARRED FROM the diocese for the time being, Locricchio said completion of the process to attain the priesthood through other routes could take two years.

Locricchio became a controversial figure when he spoke out against the progress of the poverty program in Detroit. He got support from other seminarians at St. John's.

At the request of the seminarians, Bishop Dearden and Auxiliary Bishop Walter J. Schoenberr came to a meeting at St. John's at which they were challenged to explain Locricchio's position.

"He (Dearden) refused to discuss it," Locricchio said. "I had been told the day before I would not be called to the diocese. When they insisted he discuss it, he would not."

"So I said, 'All right, I quit. Now that the personalities are out of the way, let's discuss it.' He refused."

Locricchio said he was uncertain of the future in teaching. His first attempt to teach

the course, he said, was quashed when pressure developed from the archdiocese. The second attempt was also challenged.

"The students rose up in arms and some even threatened to leave the course if he remained," he said.

The white paper fired at the archdiocese by the group of laymen said:

"Presently, in this world of revolution, Our Church suffers a severe crisis in determining if her role will be to accept with courage the challenges of Christianity or simply exist as a symbol."

"Attempting to be what Our Church asks of us ultimately causes rebellion against the structure as it exists today because it is, in fact, living a double standard."

"WHILE IT teaches concepts of love, truth, justice and relevance, in reality it finds itself primarily concerned about its public image."

"This image must be preserved at all costs, even of honesty. Its name has become more important than truth; its face more important than its soul."

It said the Locricchio case has become of "prime importance" as a symbol of the role of the church.

"It is for that that hiding behind confidential reasons for his dismissal is a further smoke-screen to cover reasons that are not embarrassing to the dismissed, only to the dismiser."

"We could not exacerbate ourselves from contributing to the dishonesty of this position if we did not at this time step forward."

## Court Decision May End DSR Suburban Service

Withdrawal of DSR bus service from the suburbs may be the end result of a court case currently pending before Wayne County Circuit Judge Neal Fitzgerald.

Judge Fitzgerald must decide at the hearing if the DSR is legally a private or governmental organization. If determined to be a private group, the DSR would then be subject to the jurisdiction of the Michigan Public Service Commission and must abide by its rules.

If defined as a governmental agency, the DSR would be free from the commission's influence and arm and free to extend bus routes throughout the suburban area.

At present, DSR must abide by the commission's limit of providing bus service within Detroit and five miles beyond city limits.

A RULING by Fitzgerald in favor of DSR, however, would only be the beginning of a long legal process which eventually will return to the State Supreme Court which then would have to reverse its 1967 decision before the DSR's contention could be won.

The main contention centers on DSR's wishes to extend its services to Seven Mile Road

all the way to the Livonia Mall, an extension also desired by Robert Paris, general manager of DSR.

The extension has been blocked by the Michigan Public Service Commission with providing from the Northville Coach Lines and the Michigan Motor Bus Association.

The commission has ruled that DSR can run buses up to Grand River on Seven Mile with Northville Coach Lines responsible for transporting passengers from Detroit to the Livonia Mall at Middle Belt - Seven Mile.

Paris and DSR contend that Northville Coach Lines, with its 22 buses and seven drivers, is unable to adequately serve the Mall. Northville argues many people ride from Detroit to the Mall and it would add more buses if demand requires.

THE CONTROVERSY dates to August 1964 when DSR extended the Grand River line west from the city limits to the Livonia Mall.

Manuel Zeehan, general counsel for DSR, explains it is his company's policy not to operate in a suburb unless requested or unless permission is granted by the community.

A temporary permit for service to the Mall was applied for only after the City of Livonia passed a resolution stating DSR

service was needed, Zeehan said.

When the extension was first made in 1964, Northville Coach Lines started action to restrain DSR from operating in Livonia without first obtaining authority from the Michigan Public Service Commission.

Up to that point, during 42 years of service, the DSR had never requested MPSC approval because the Motor Carrier Act exempted municipal owned bus lines from the commission's jurisdiction.

In 1947, the Michigan Motor Bus Association convinced the commission to amend the Motor Carrier Act to exempt certain privately owned transit lines.

He repeated the DSR is only in business to give service where needed and added that Livonia residents, businesses, government, police, fire and engineering departments all say DSR service is needed.

Zeehan also applied for a permanent permit in 1967 but to date the commission had not made a decision. Zeehan argues that the MPSC is not protecting the public's interest as stated demands but instead is looking out for the interest of privately owned bus lines.

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Zeehan said the Circuit Court case is important because a hearing on "need" has never been held. He said the DSR will offer testimony of fact to prove the DSR provides a public service.

ALSO INVOLVED is bus service by DSR to Plymouth and the Middle Belt line to the Livonia Mall.

Zeehan says service to Plymouth is seriously threatened at this point because the DSR is operating in Plymouth without a MPSC permit. He added that the DSR extended service into Plymouth at the commission's request but if the MPSC rules against DSR's service to the Mall then its route to Plymouth will also be eliminated.

Obviously, Northville Coach Lines sees things differently than Zeehan. Northville President Adolf Schiller says: "The DSR is bigger and they think they can go anywhere because they're the City of Detroit."

"The DSR is really interested in serving the people by extending lines to the suburbs, the way to do it is to buy us out, not squeeze us out."

"If the DSR wins, its intention is to go anywhere they want to."

Schiller adds that the DSR is currently violating the court ruling which says the company can only operate in cities "adjacent or adjacent to" Detroit.

MEANWHILE, Paris is hoping to take enough action to get the court to take a position on the DSR request for a permanent permit to service the Livonia Mall.

Paris says he has a problem hiring workers from the City of Detroit because without cars they face an hour's delay transferring from DSR to Northville lines to get to the mall.

Paris is trying to hire 20 graduates from the Patrick McAllister Skills Center in Detroit but could only employ one who had a car.

The Center has trained the unemployed and we have the jobs waiting for them," says Paris, "and it's a shame that we can't match the men with the jobs just because transportation isn't available."

"Our labor pool is in the city and the jobs are in the suburbs," Paris explained. "If the hard-core unemployed are to be helped transportation must be provided to get them from the inner city to suburban jobs."

"You can improve the world if you can get people working," says Paris, "and I am one of the men out to do it. We talk about helping the thousands but you don't count to see thousand without first saying one."

But if Paris or the DSR wins their fight, it will be by either a reversal from the Supreme Court or Michigan Public Service Commission. If neither agency experiences a change of heart, Judge Fitzgerald's ruling this week will have little effect.

Fee For Insured Drivers By State

HERE at a Governor's Regional Traffic Safety Conference in Cadillac, Michigan, they are making the dollar insured fee optional. Only vehicle owners who paid the fee would be eligible to make claims against the fund. Uninsured drivers would also be eligible by paying the additional dollar over and above the \$35 fee.

The \$1 fee charged insured drivers has been one of the most unpopular features of the law.

It would be interesting to see how many persons would gamble on this kind of situation," Hettiger said.

ANOTHER SUGGESTION being studied is doing away with the dollar fees and "trying to make it with the unappropriated money the fund plus the uninsured fees," said Hettiger. He noted there was a \$20 million fund in 1967 and that \$9 million of this was represented in filed claims.

He said raising the uninsured fee was an open invitation for the vehicle owner to avoid dropping property damage limits from the present

\$200 minimum to \$100. He said that might be beginning an administrative problem of monetary proportions because the volume of claims might balloon to twice what we now have.

Because each claim, large or small, must be checked out, investigated, and adjusted, the cost for handling a smaller claim is often as much as for some large personal injury claims.

HETTIGER said his department was also mulling over possibly trying to increase limits of the fund from the current \$10,000 for one person and \$20,000 for a single accident.

"In the face of rising costs, perhaps this merits consideration. There are cases where people are seriously injured or a large number is killed."

He said this could be coupled with limiting fund claims to actual expenses for bodily injury or death, including medical costs and loss of income, but not paying for pain and suffering. Such a program would speed claim settlements, he claimed.

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