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# Protest Signs

## Greet Ford

### At Speech

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President Ford avoided all reference to his pardon of former President Nixon when he spoke on mass transit problems here yesterday, but demonstrators showed their disapproval of his action.

Mr. Ford flew here to address the sixth International Conference on Urban Transportation and to declare his opposition to having the federal government play a major role in subsidizing mass transportation.

However, he said he would support "some limited, federal operating assistance" to the cities, a major goal of big city mayors with transportation systems operating in the red.

The President was grim-faced as he got off his plane at the airport for his first public appearance following his statement Sunday pardoning the former President and the resignation in protest of his press secretary, Jerald F. terHorst.

A small airport crowd warmly greeted the President, and he shook hands with scores of those gathered to applaud him. There were no demonstrations against him.

When his motorcade reached the Pittsburgh Hilton Hotel, where he spoke, however, there were dozens of critical placards and shouts of "Justice died."

The crowd outside the hotel was also fairly small, and the demonstrators, scattered through the crowd, were smaller in number and more restrained than those that formerly greeted Presidents Johnson and Nixon.

Placards held close to the President as he got out of his car declared "Welcome to Pittsburgh, The Honeymoon Is Over," "Ford's Pardon Defies Justice," "Does Ford Know the Meaning of Justice?" and "There

Is NO Justice."

When the President departed from the hotel after his speech, there was some booing. The President paid no attention to the demonstrators.

Mr. Ford's speech was a disappointment to many city

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officials who had hoped he would promise greater federal assistance to mass transit.

He said the House-passed mass transit bill, which authorizes federal spending of \$11 billion over six years, must be "an absolute upper limit dollar amount."

Amendments pending in the Senate would sharply increase the spending limit and allow greater use of federal funds for operating expenses.

Mr. Ford recalled his opposition to the paying of operating subsidies out of the highway trust fund for a mass transit and said such a program "would lead the federal government into local transit operating matters."

That would not result in better or more service but "in greater costs and less efficiency," he said.

The federal government's role in urban planning and transit technology development must be carried out "in complete and total partnership with states and localities," Mr. Ford said.

"We will help with urban planning and with transit technology development," he said. "Yet, it should be clearly understood that the chief objective of Department of Transportation grant programs is to help cities solve their transportation problems. It is not to restructure and rebuild cities."

Federal assistance must be viewed as a secondary aid because "federal taxpayers just can't afford to

pay for the whole package," the President said. "I won't ask them to do so."

"Washington has to help with funding," he added, "but that funding simply must have realistic restraints."

The President said he is "determined" that in achieving the nation's transportation goals "we do so without further feeding the fires of inflation by busting the federal budget."

The President appealed for greater acceptance of public transportation by the people to take the burden off the nation's highways and streets. But he said that to attract the nation's riders there must be transit systems that offer "the convenience, comfort and reliability expected from our cars."

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