



ELECTRIC RAILROADERS' ASSOCIATION, INC.

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A Message from the President

June 15, 1970

Dear Members,

At this late date all of you no doubt are wondering, "what has happened to HEADLIGHTS"....."are we still in business"....."what of the future"?

I will attempt to answer these questions and remove any doubts about the magazine's future, as briefly, but as completely as space permits.

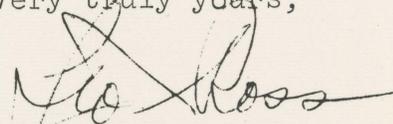
First, I must apologize for the excessive delay of our magazine. However, it is not without an explanation. An important factor is that we have no paid employees and all of the HEADLIGHTS activities such as research, writing, editing, canvassing for photos and layout work is done by volunteer members in their spare time, in addition to their job, personal and family responsibilities. Under these conditions it often is difficult to coordinate the many activities that are essential to producing a magazine as HEADLIGHTS. As the magazine fell further and further behind it seemed better to publish what we could rather than institute new procedures that might initially lose more time and also affect the quality and style of our publication.

But under the present situation, some action is called for and several issues already have been combined. It will be necessary to repeat this procedure several times in the immediate future, but we can assure you, without any diminution of quality or coverage. In addition, we are seeking new sources of editorial material, as well as adding capable members to our staff. If you can assist with a well-researched, interesting article or good photographs, why not contact us.

In the next few issues of HEADLIGHTS you will find features on Boston's Watertown streetcar streetcar line and Philadelphia's Red Arrow systema history of the design and development of New York's subway rolling stock....a review of electric rail transportation in Southern New Jersey from Public Service trolley days and those of the West Jersey and Seashore to PATCO--the nation's newest and most modern transit operation....and among others a story on two new car designs, San Francisco's articulated unit and Boston's type-6, both possible successors to the PCC. The next issue of HEADLIGHTS will be mailed the latter part of this week. Those who have already renewed for 1970 will find their new membership card enclosed. Renewals made after this date will receive these cards as promptly as possible.

In closing, I would like to thank you for your patience and for your loyalty to the Association. We will make every effort to justify your confidence in the ERA.

Very truly yours,



L. J. Ross