

ABSTRACT

To present an electric railway power-supply system not requiring vast area for installation, excellent in rapid charge-
5 discharge characteristic, and low in manufacturing cost. At a
substation 9 for electric railway having a transformer 3 for
receiving power from an alternating-current power line 2, a
rectifying device 4 connected to the transformer 3, and a feeder
line 5 connected to the rectifying device 4, a nickel hydrogen
10 battery 8 is provided as a direct-current supply facility, and the
nickel hydrogen battery 8 is directly coupled to the feeder line 5.



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