

THE SOUTHERN ELECTRIC POWER COY.  
GILBERT PLACE, ADELAIDE.

*Mr Orms*  
*File*  
*WGB*  
*11/1/24*

MEMBERS AND GUESTS

INVITED TO ENJOY THE DIVERSION OF A DELIGHTFUL RIDE

# EDISON BATTERY CAR

OPERATING EXHIBIT

BETWEEN

ATLANTIC CITY—OCEAN CITY

DURING

## AMERICAN RAILWAY ASSOCIATION CONVENTIONS, JUNE 9-16

CAR LEAVES

VIRGINIA AVENUE and BOARDWALK

10 A. M.—DAILY—3 P. M.



### RAILWAY STORAGE BATTERY CAR CO.

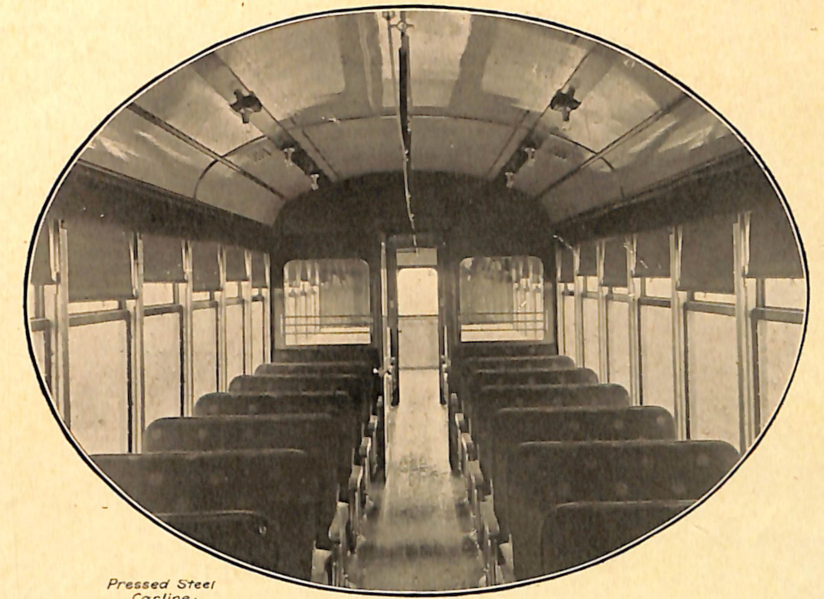
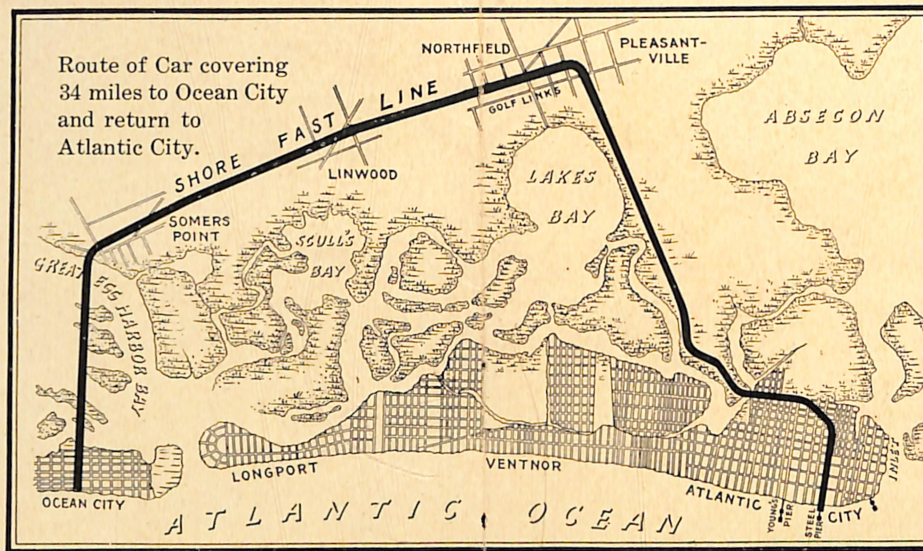
50 BROAD STREET

NEW YORK





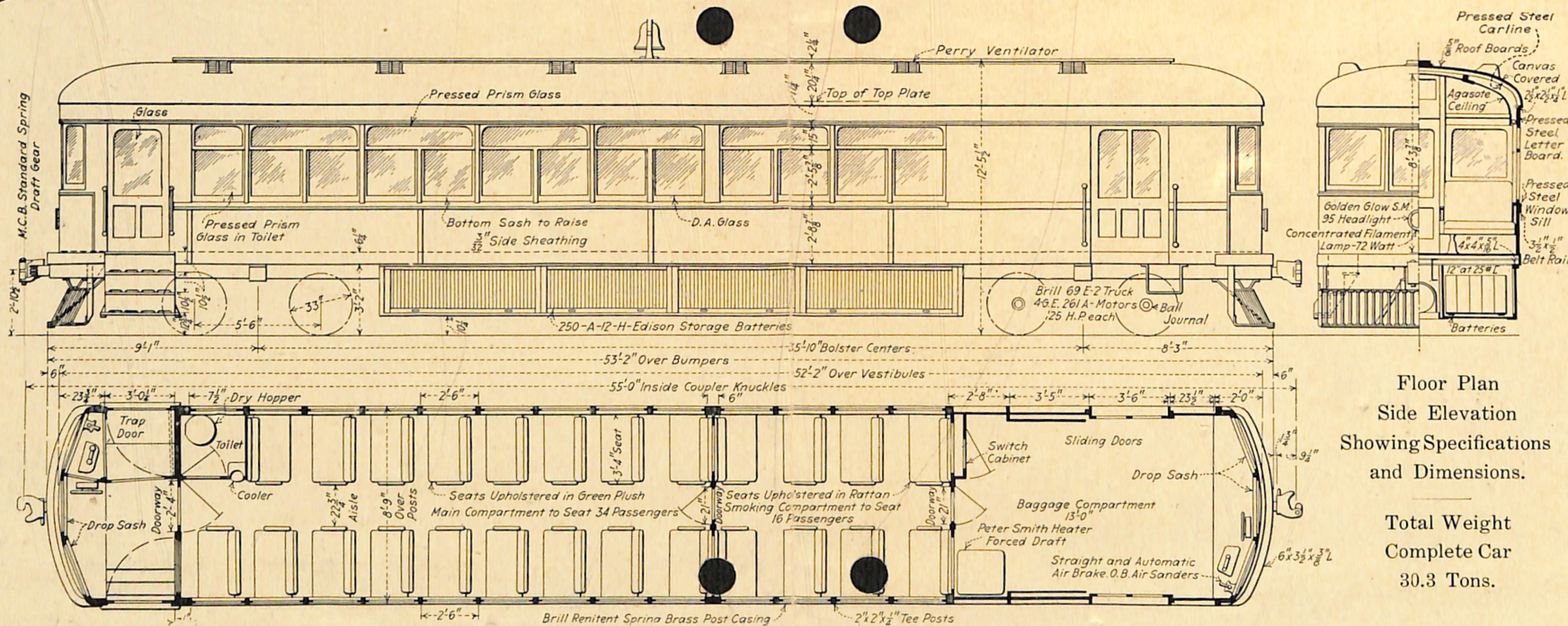
Showing Car on Grade on Trestle.  
Grade South, 1100', 2.27 percent.  
Grade North, 815', 2.34 percent.



**COST OF POWER AT  
1919 CONVENTION**

Per Car Mile.	-	-	.0437	Cents
Input Per Car Mile,	-	1.49	K.W.	
Cost of Current,	-	.03	Cents	

Cars may be Operated in Train Line by  
Multiple Unit Control.

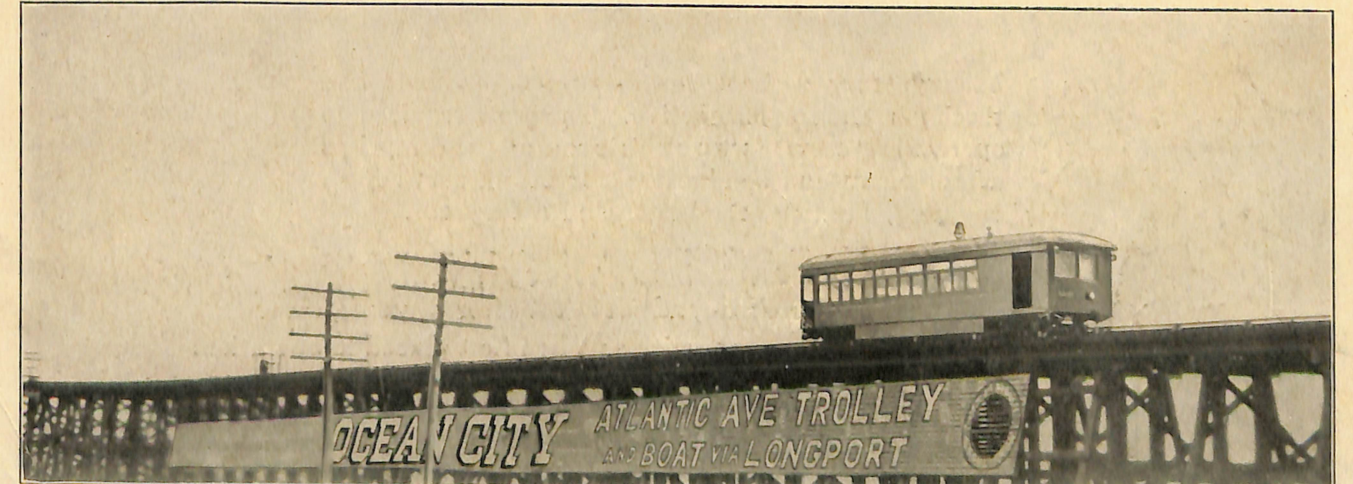
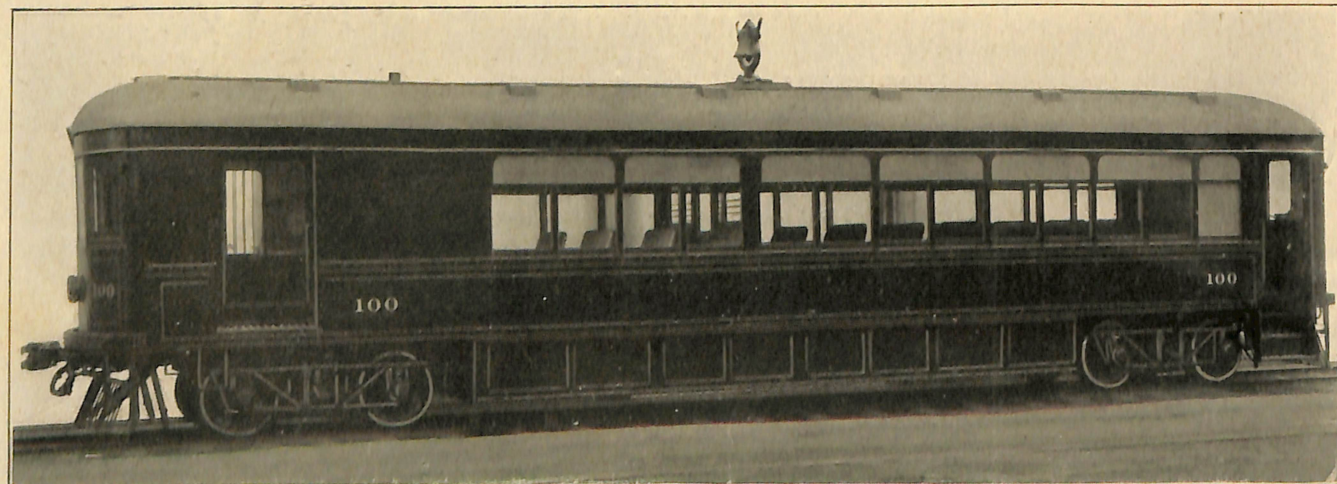


Floor Plan  
Side Elevation  
Showing Specifications  
and Dimensions.

Total Weight  
Complete Car  
30.3 Tons.

**ECONOMY - RELIABILITY - SAFETY  
NO FIRE RISK - ELIMINATION HIGH  
COST OF ANY ENGINE MAIN-  
TENANCE REQUIRING EXPERTS.**

**DOUBLE END OPERATION.  
COMFORT AND CLEANLINESS.**



Trestle over Tracks Pennsylvania, Philadelphia and Reading Railroads.



## RELATIVE COST OF STORAGE BATTERY AND STEAM OPERATION

The following table, furnished by R. W. Brodman, General Foreman Electrical Equipment, Long Island Railroad, shows the big saving effected by the railway storage battery car equipment on the New York Bay Extension:

### RELATIVE COSTS—1915

Equipment.	Two Multiple-Unit Battery Cars.	1 D 53 Locomotive 1 Pass.-Bagg. Car.
Investment.....	\$20 535.02	\$11 683.92
Interest at 5 percent.....	1 026.75	584.17
Depreciation.....	1 117.64	350.49
Maintenance.....	755.44	2 304.81
Handling coal, engine- house expense.....	.....	.....
Water supply.....	.....	1 322.93
Crew costs.....	3 485.46	7 886.54
Supplies.....	36.58	63.00
Cost of power or coal.....	1 309.76	4 790.80
Labor for charging or oil	753.30	41.27
Instrument work.....	38.70	.....
Total costs.....	\$ 8 523.63	\$17 344.01
Cost per train-mile.....	0.3928	0.7933

The figures for electric service are actual; those for steam service are estimated. The steam service formerly operated was never more than one-third the present schedule, as the traffic then did not warrant the expense.

In estimating the depreciation chargeable to cost of operation, the following percentages were taken:— Three percent for car body, ten percent for storage battery, four percent for electric equipment, and three percent for locomotive. The crew required to operate this service with electric equipment comprises a **motorman** and **conductor**; for steam service, an **engineer**, **fireman**, **conductor** and a **flagman**.

**On April 15, 1920, Mr. Brodman, advises that after 5½ years, these cars continue to give as satisfactory service as when first placed in operation.**