
Great Western Railway

IET Evening Lecture: Battery trains and fast charging

Trial of Battery Electric Trains on Greenford Branch

16th April 2024

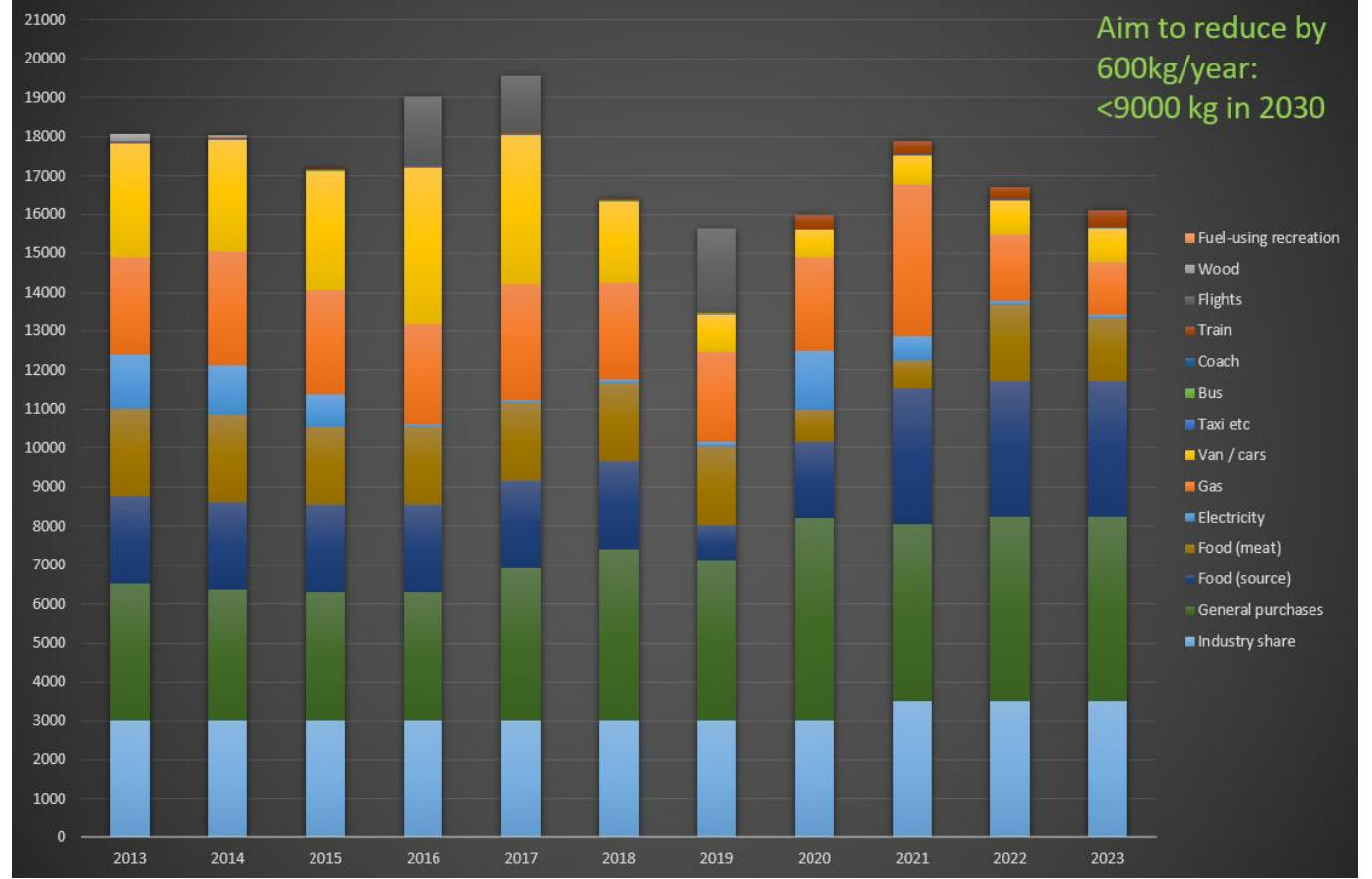
Julian Fletcher, Technology Development Manager (Fast Charge Battery Train Trial)



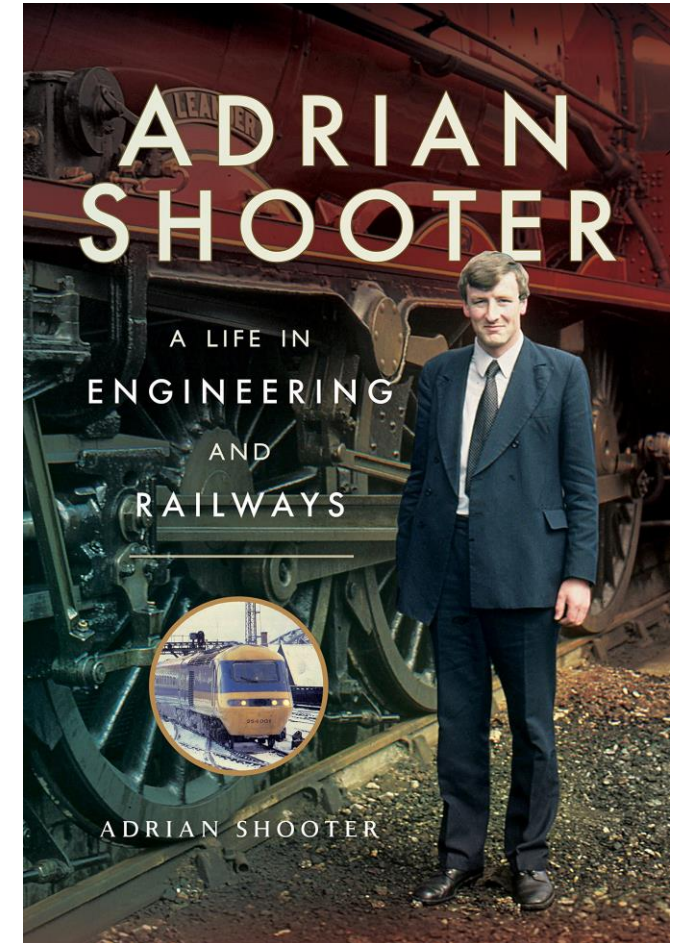
Agenda

- Personal background and project history
- The train
- The Fast Charge project
- Where are we now?
- What next?
- Q&A

Some personal background



Brief history of the Class 230 project



Brief history of the Class 230 project



D78 stock
London Underground



Diesel electric
Prototype



Diesel electric
West Midlands Trains



Diesel battery
hybrid
Transport for Wales



Battery (2nd gen
+ Fast Charge)
GWR Greenford branch trial



Battery (2nd gen)
COP26 / GWR



Battery (1st gen)
USA export

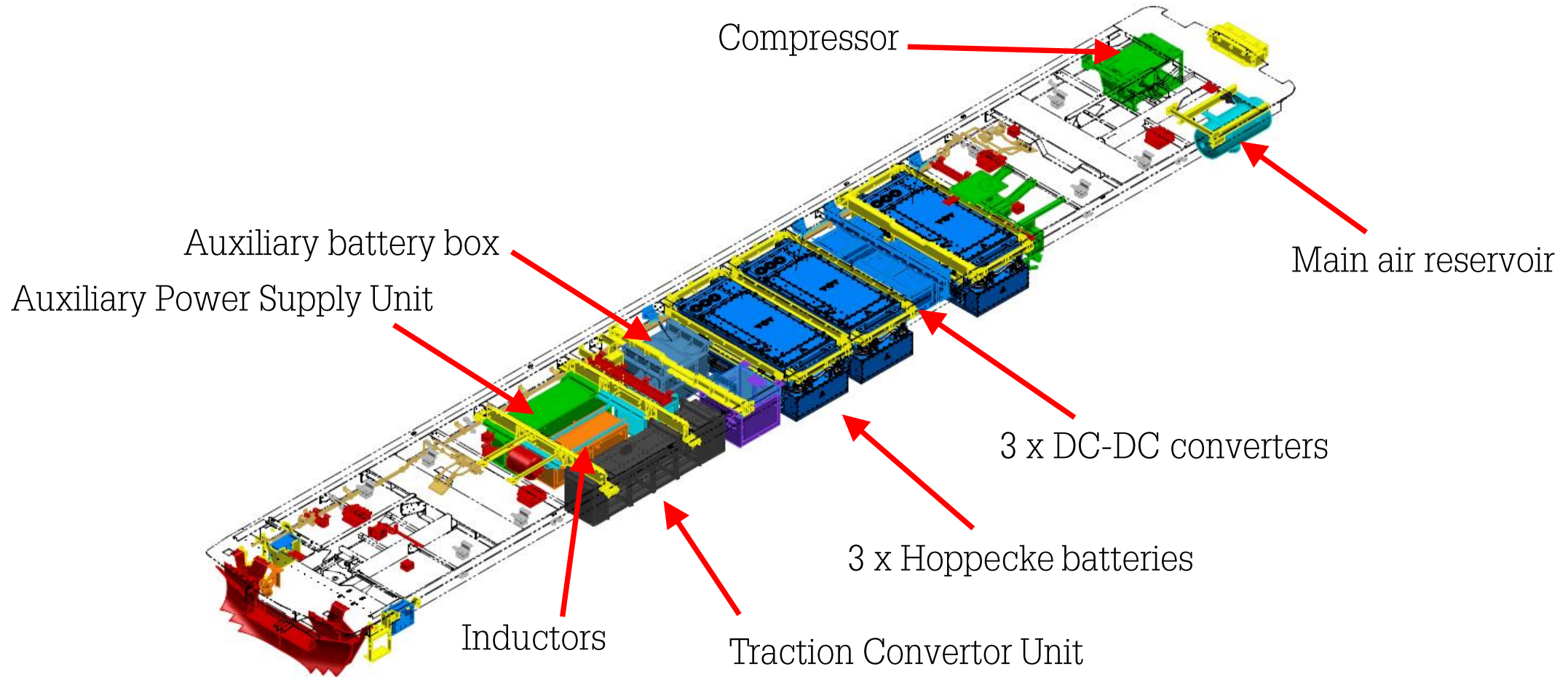


3rd rail electric
Isle of Wight

The key ingredients



The Train: 230001 – COP26 configuration



The Train: mass

Parameter	Value	Comment
Tare mass	95 t	COP26 configuration – any changes considered negligible. Approx 8 tonnes (8.5%) more than diesel
Fully seated mass	105 t	138 seats.
Crush loaded mass	135 t	138 seats + 62 m ² standing area.

The train: interior



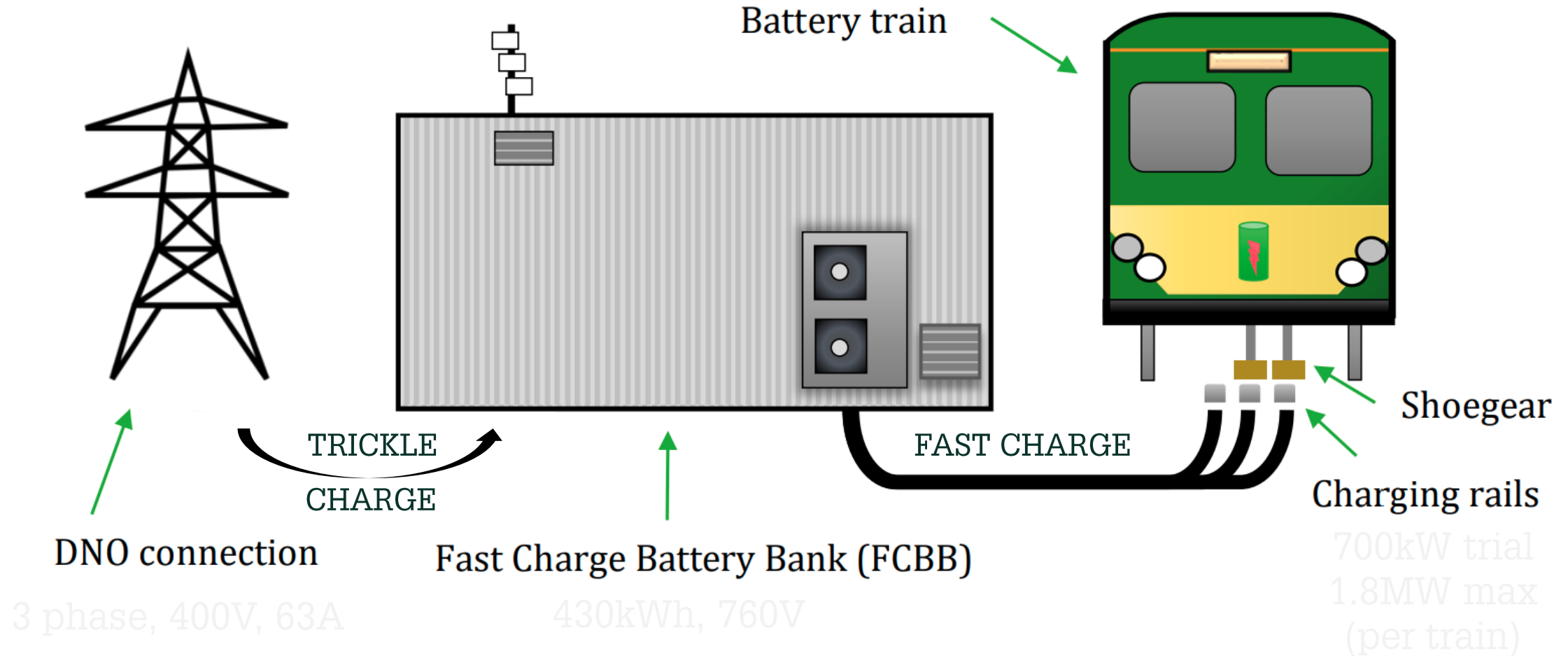
The Train: under its own power at COP26



Greenford branch Fast Charge Battery Train trial



Fast Charge: system overview



Fast Charge: How it works

“station confirmation”

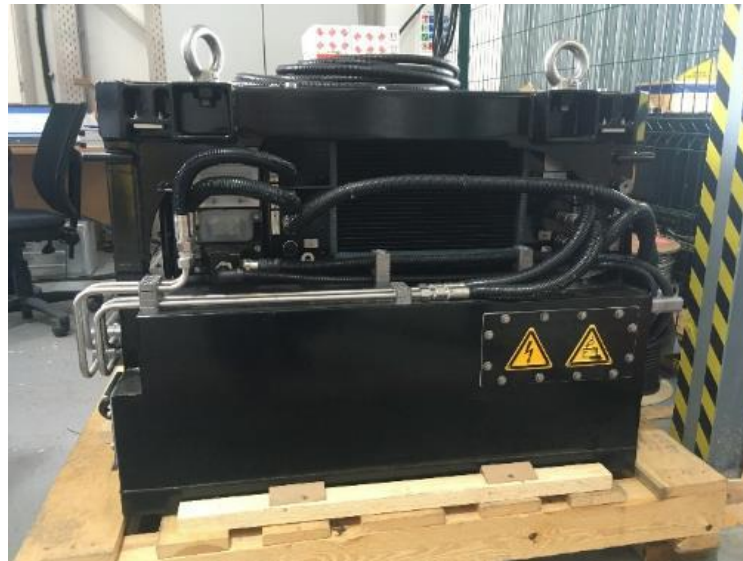


“lower the shoes”



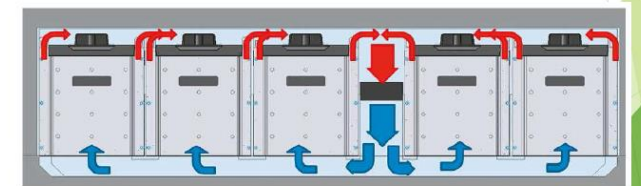
“initiate fast charge”

Automatic charging a.k.a. “Fast Charging”

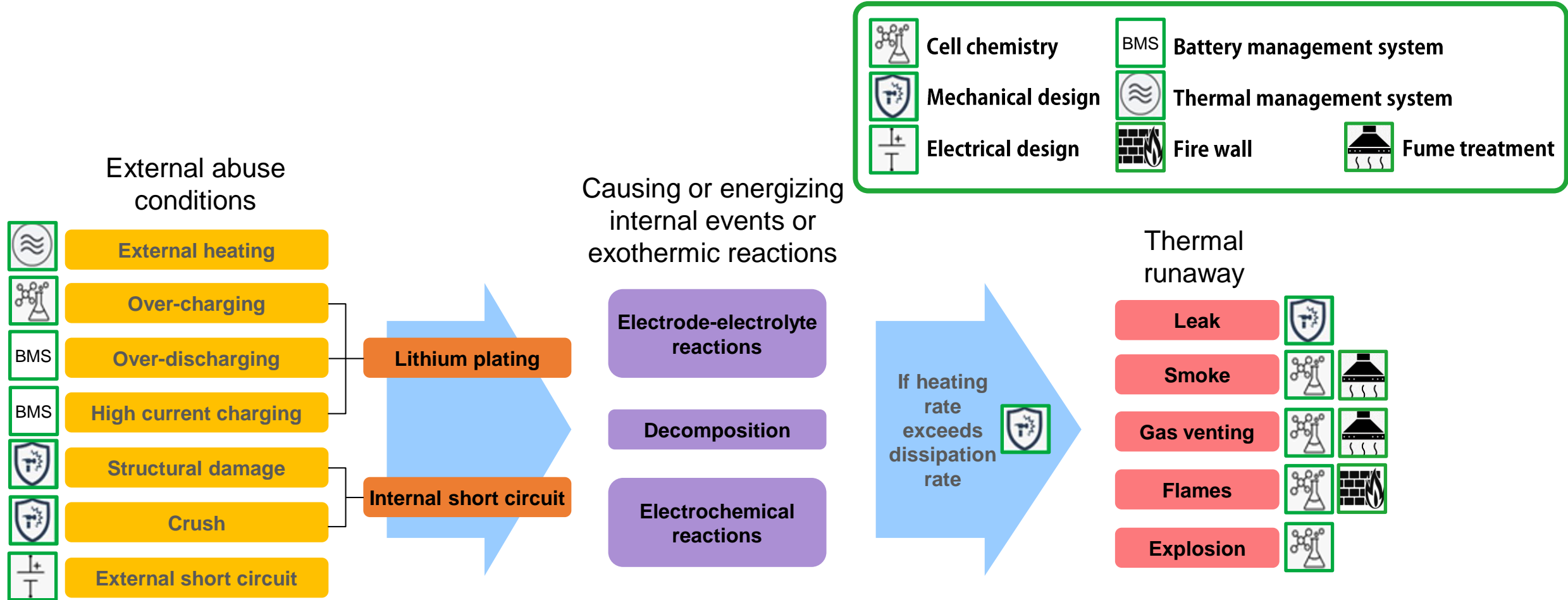


Batteries - Cooling system

- ▶ Innovative cooling concept
- ▶ Air - cooling inside container
- ▶ Water cooling / heating on system level
- ▶ Highest power and energy density



Fire safety: traction batteries

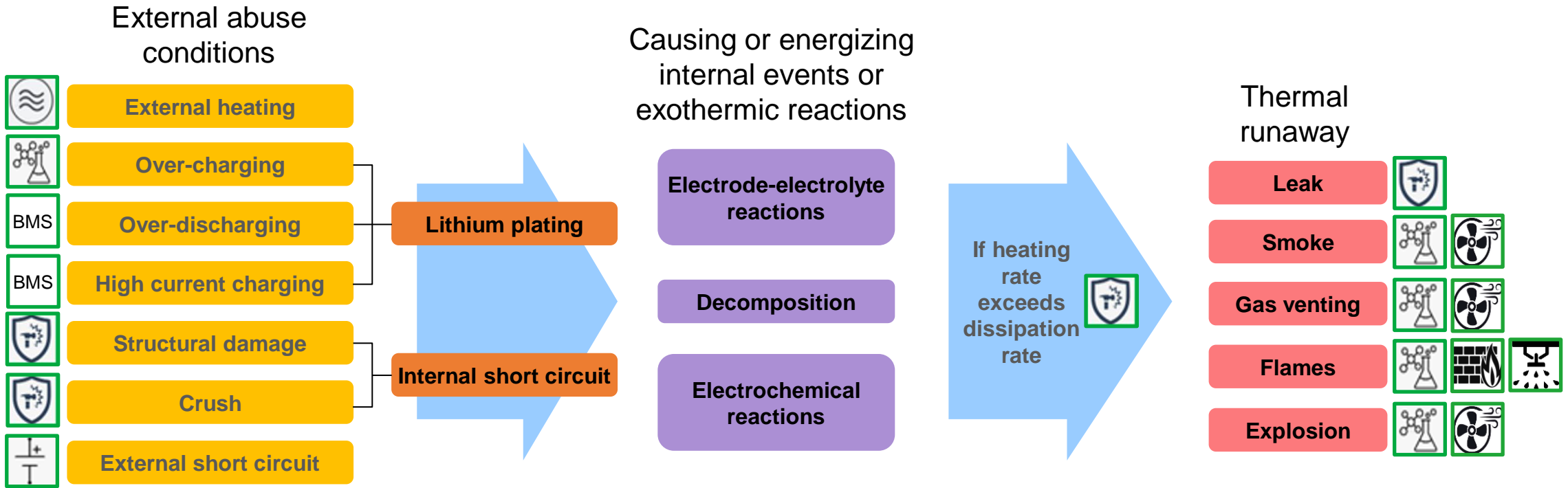
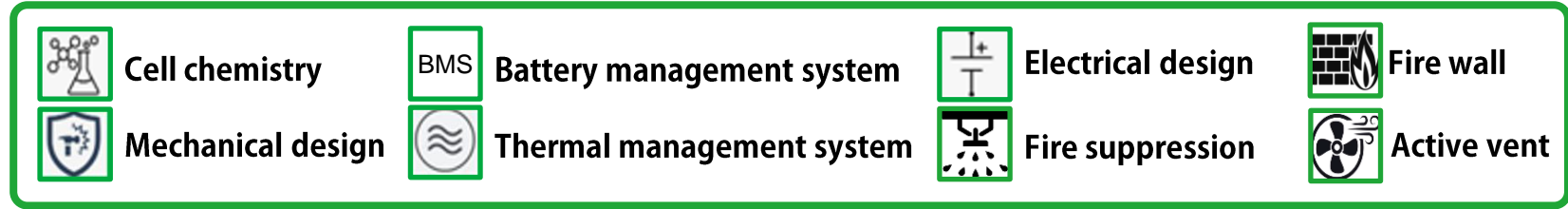


Data source: National Renewable Energy Laboratory and Warwick Manufacturing Group

Fast Charge system - Fast Charge Battery Banks



Fire safety: Fast Charge Battery Banks



Data source: National Renewable Energy Laboratory and Warwick Manufacturing Group

Fast Charge system – shoegear



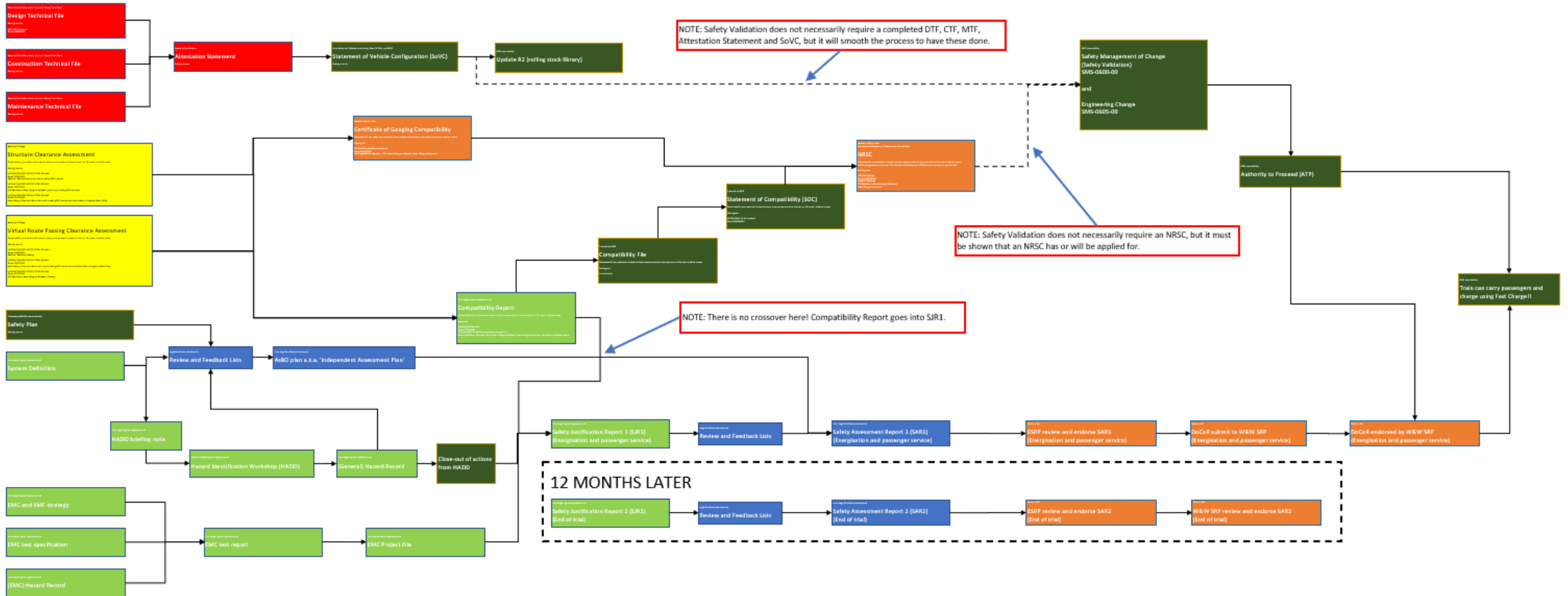
Fast Charge system - shoe gear /charge rails



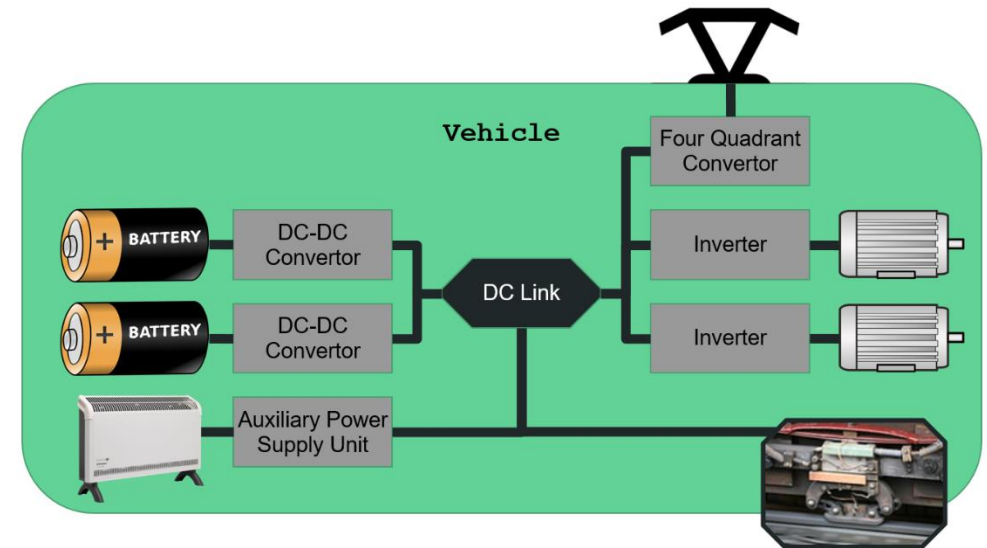
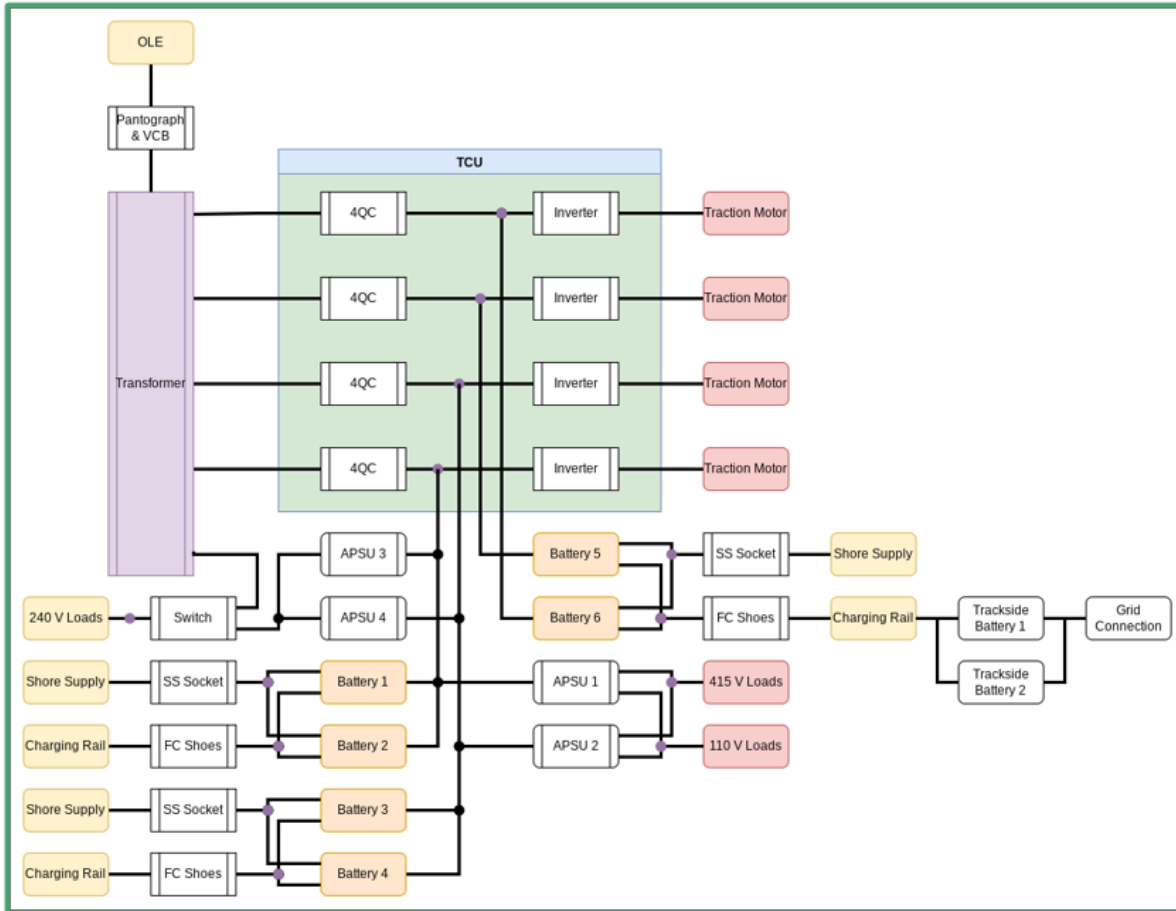
Fast Charge system - shoe gear /charge rails



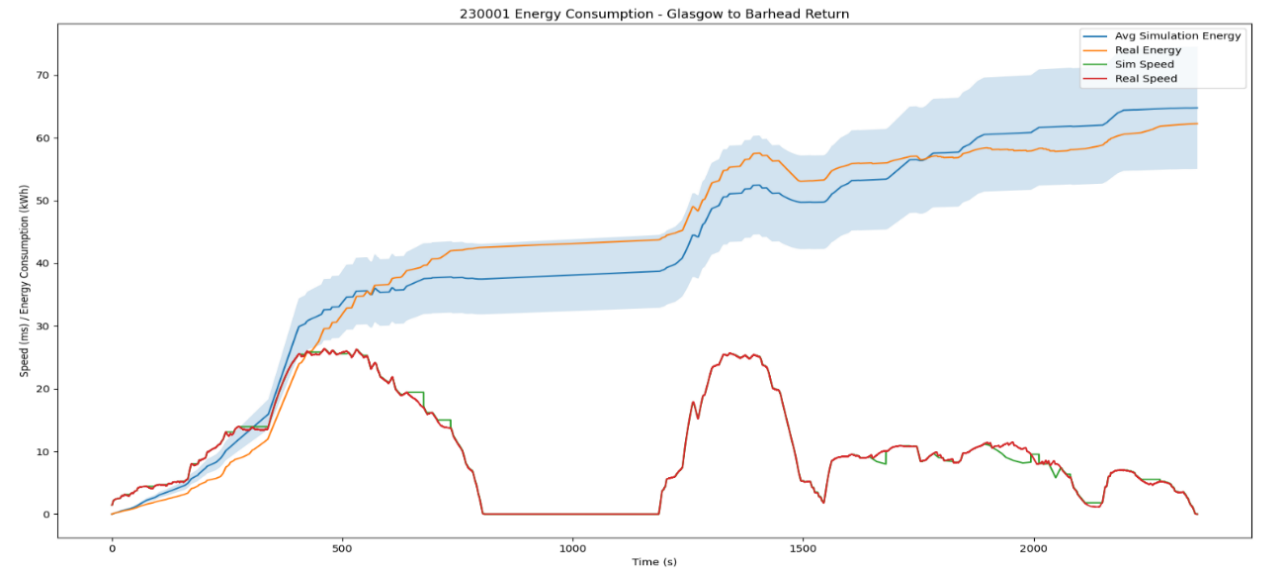
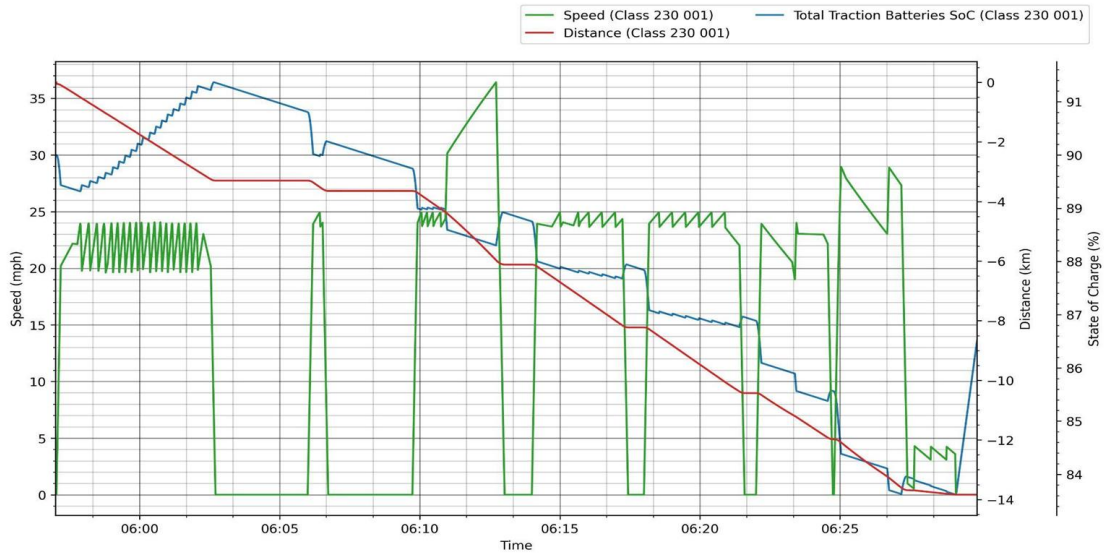
Approvals



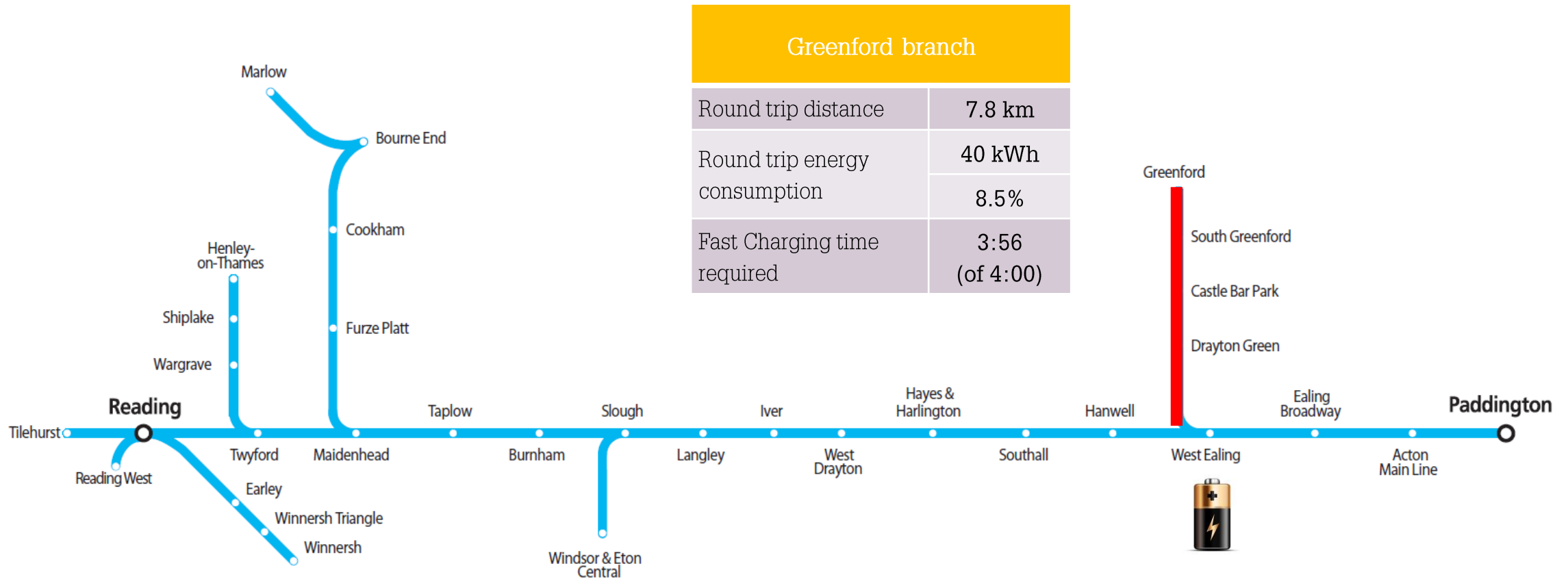
Energy simulations



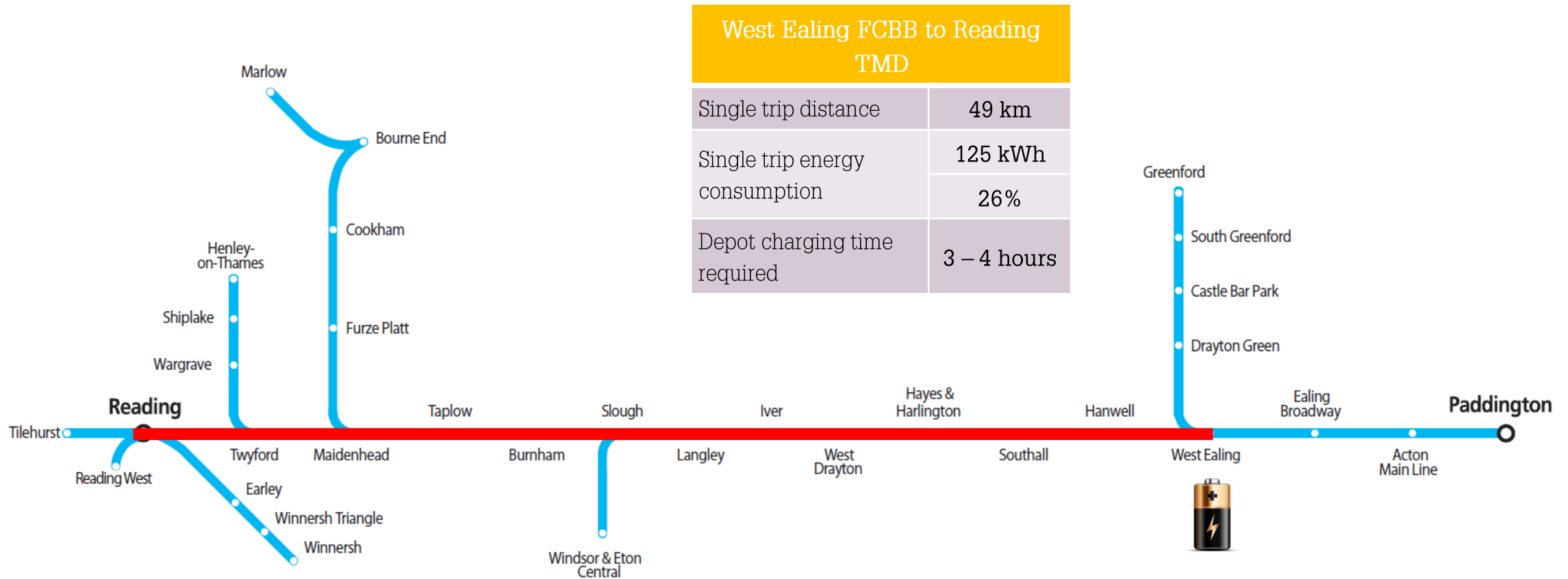
Energy simulations – typical outputs



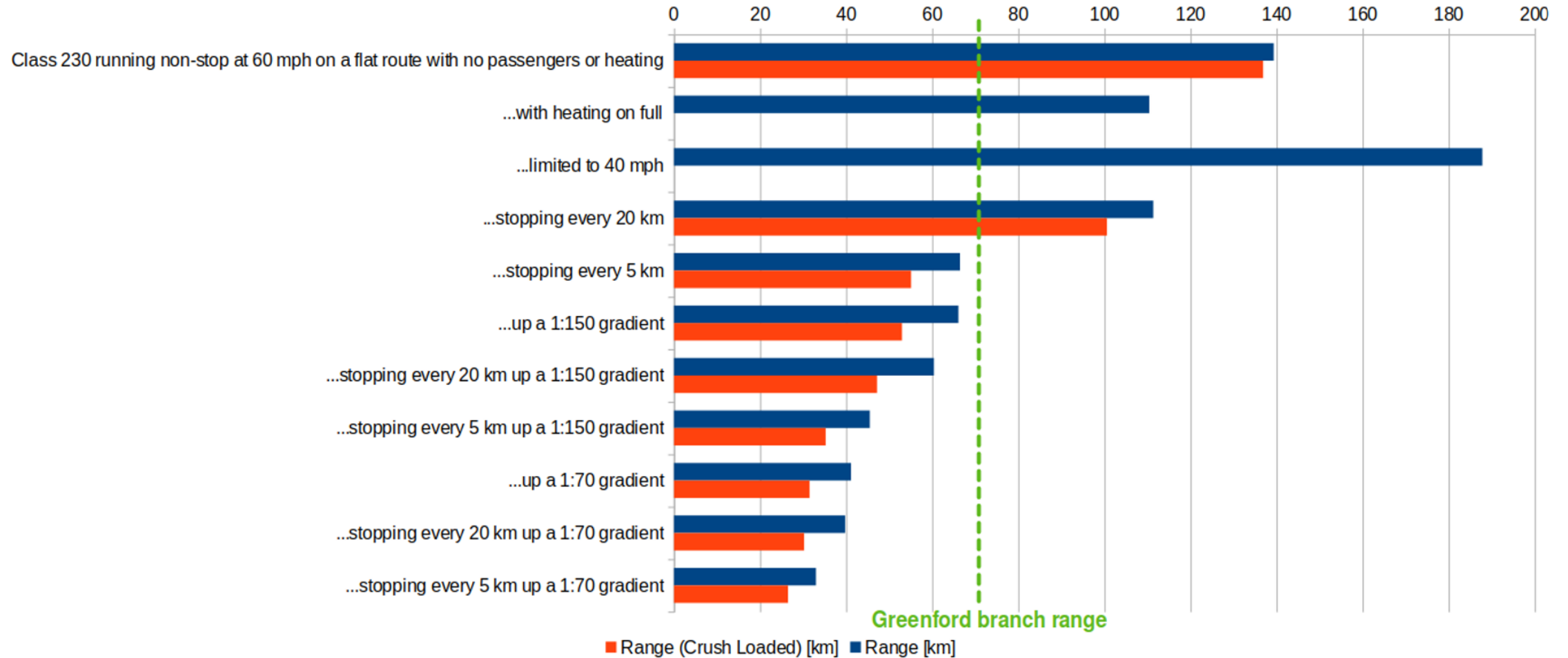
Energy simulation: round trip consumption (typical)



Energy simulation – getting to Reading depot (ECS), typical



How far will it go?



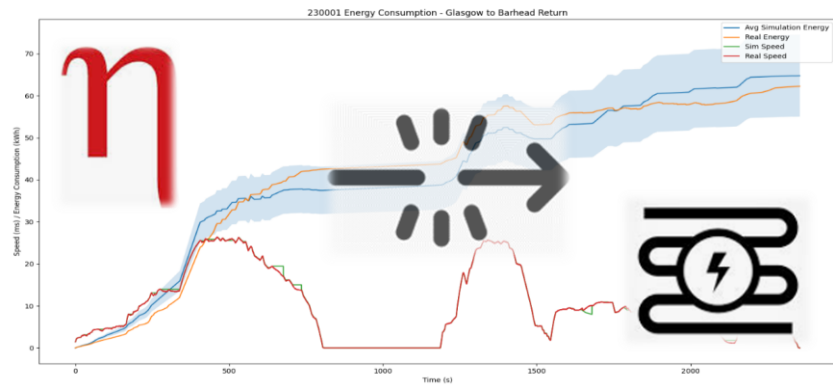
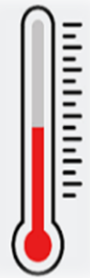
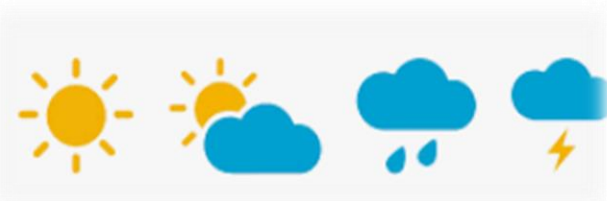
Where are we now: main line testing



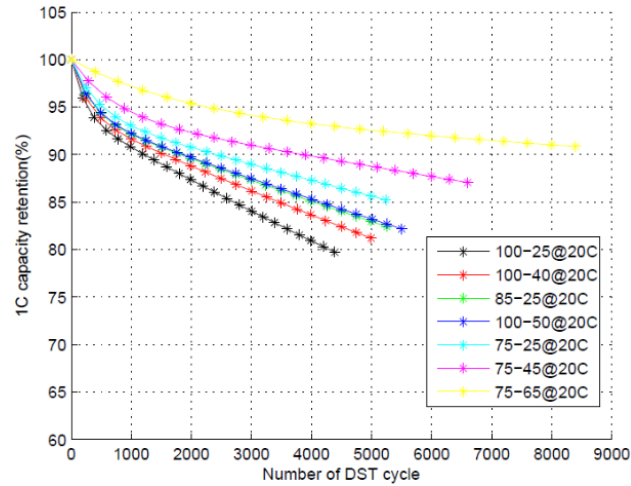
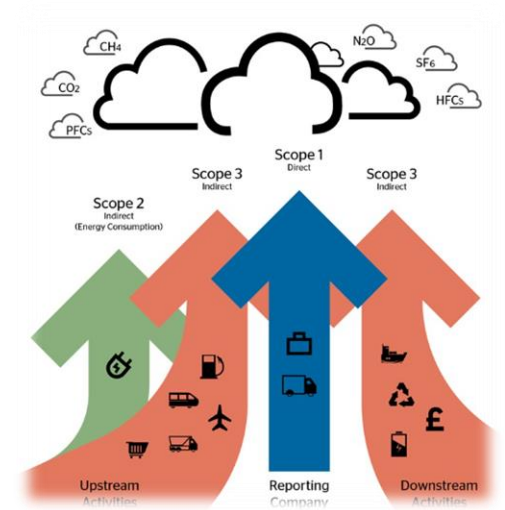
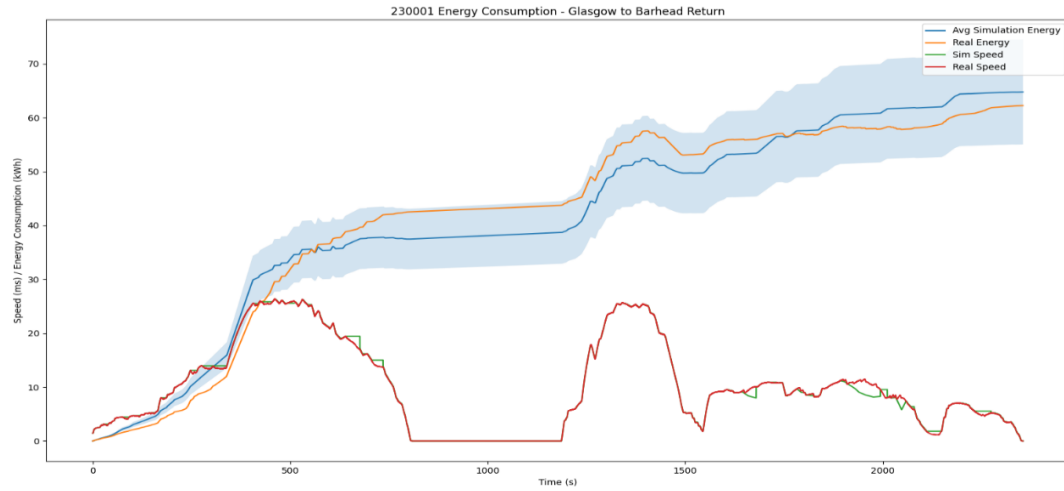
Where are we now: Routine Fast Charging



Ongoing evaluation



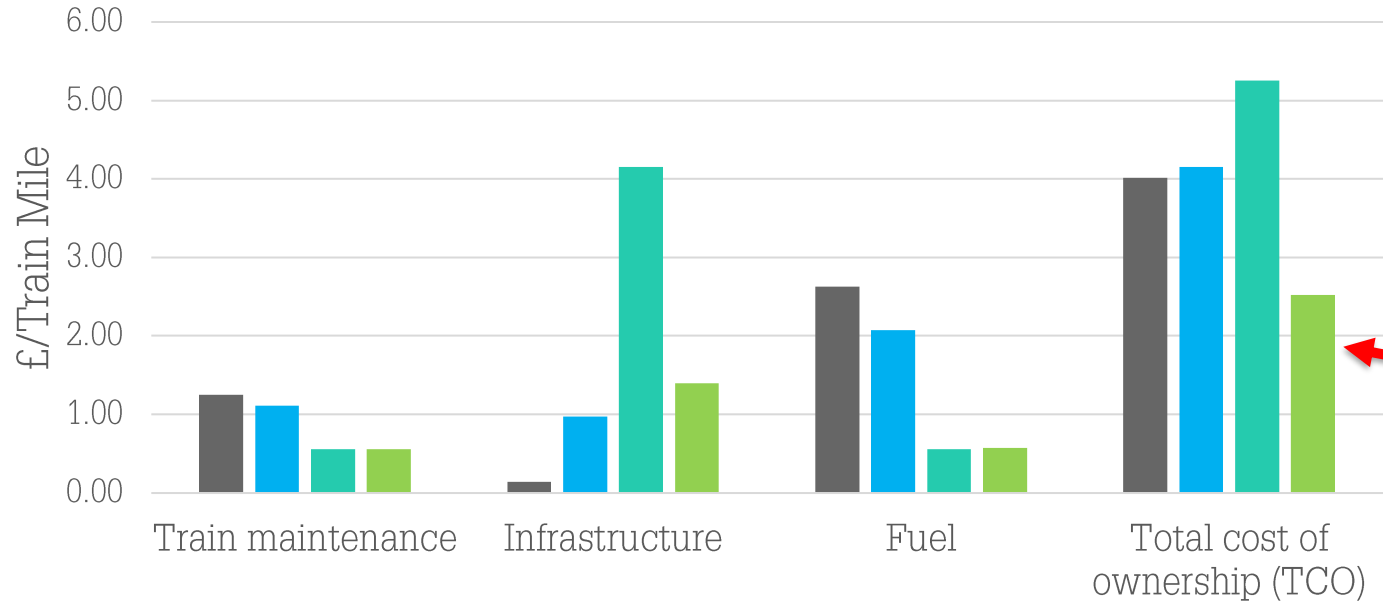
Data – based deliverables



Cost of ownership

Source data: Study on the use of fuel cells & hydrogen in the railway environment: REPORT 1: State of the art & business case and market potential. EU Shift2Rail Joint Undertaking and Fuel Cells and Hydrogen Joint Undertaking, 2019. Figure 12. <https://www.fch.europa.eu/sites/default/files/Report%201.pdf>

Battery case added by GWR Fast Charge Battery Train Team.

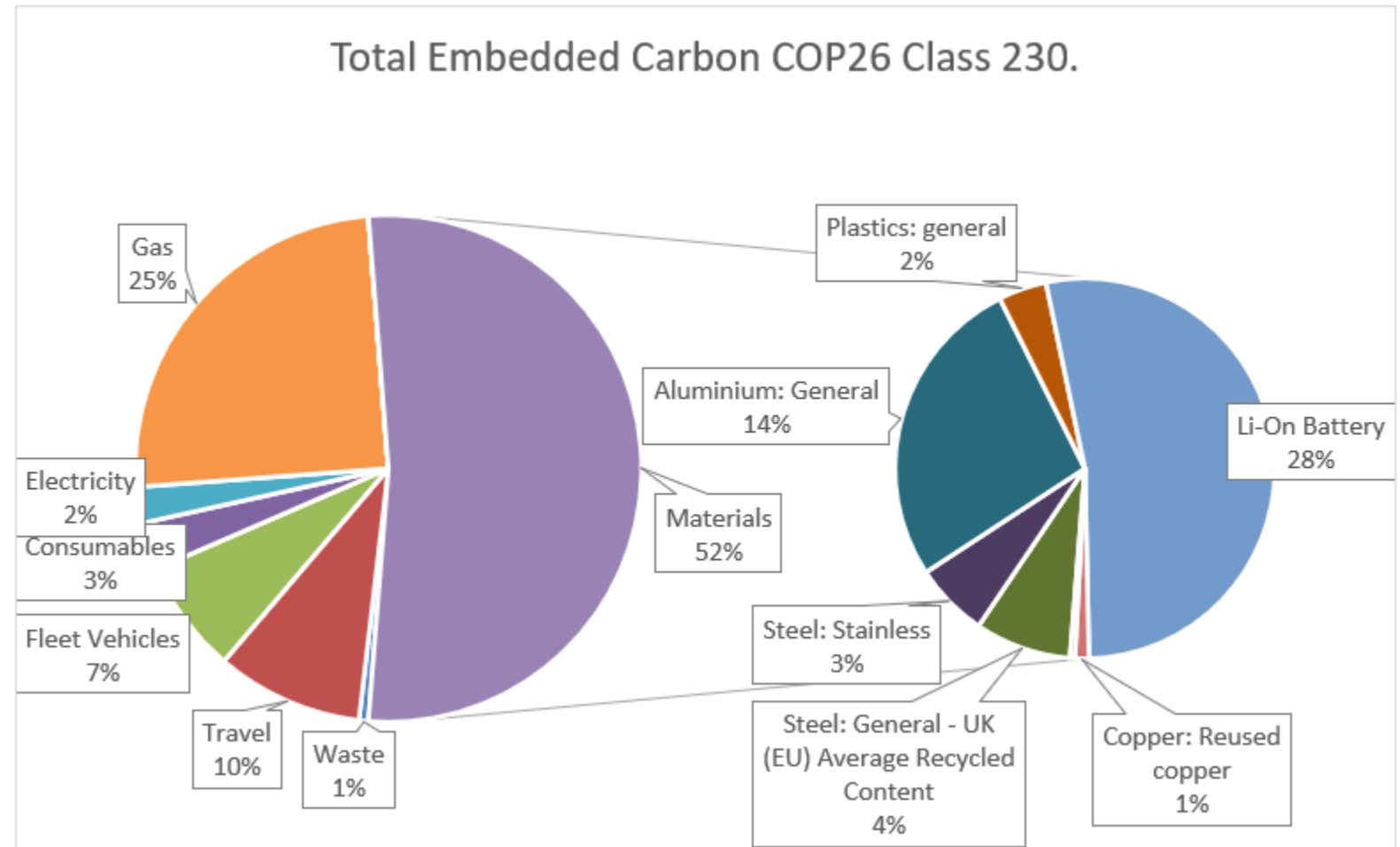


- Diesel
- Fuel cell hydrogen (FCH)
- Catenary electrified
- Battery electrified with Fast Charge

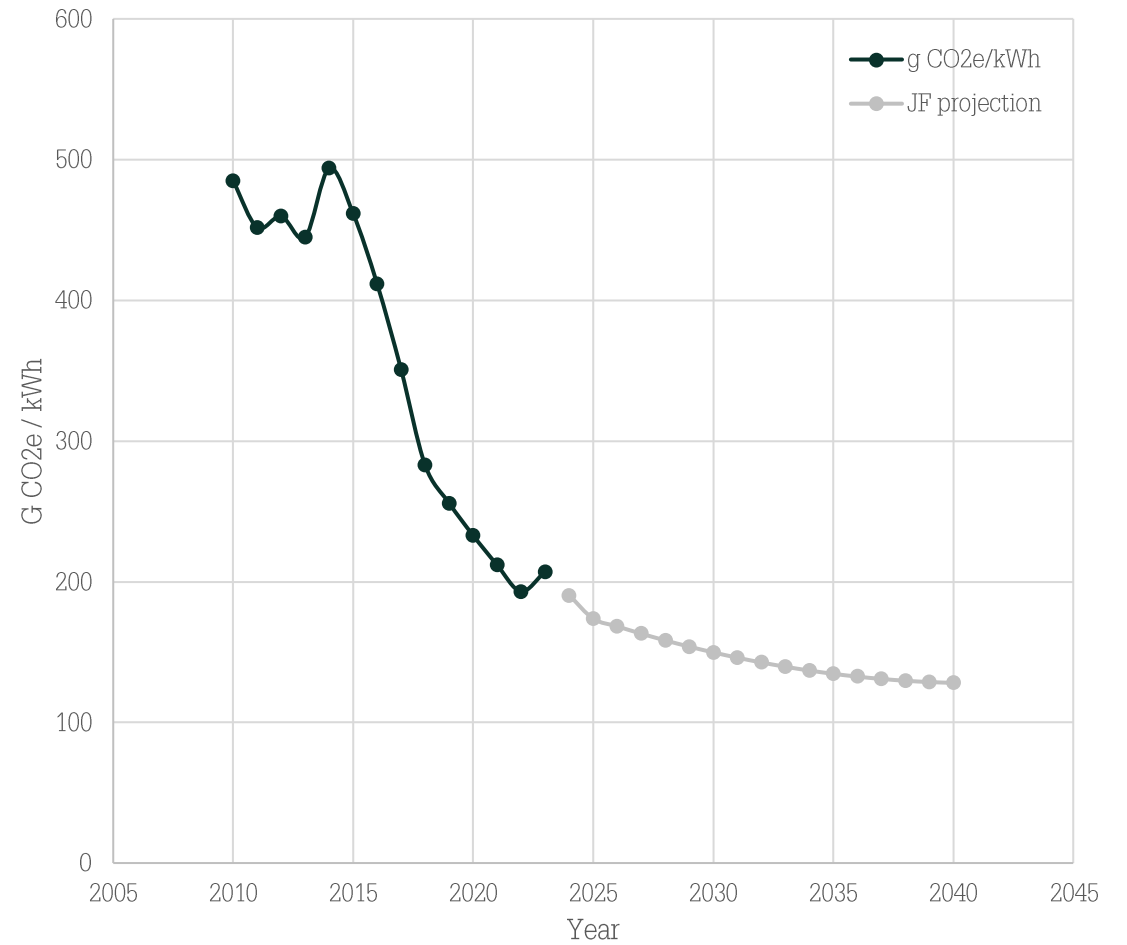
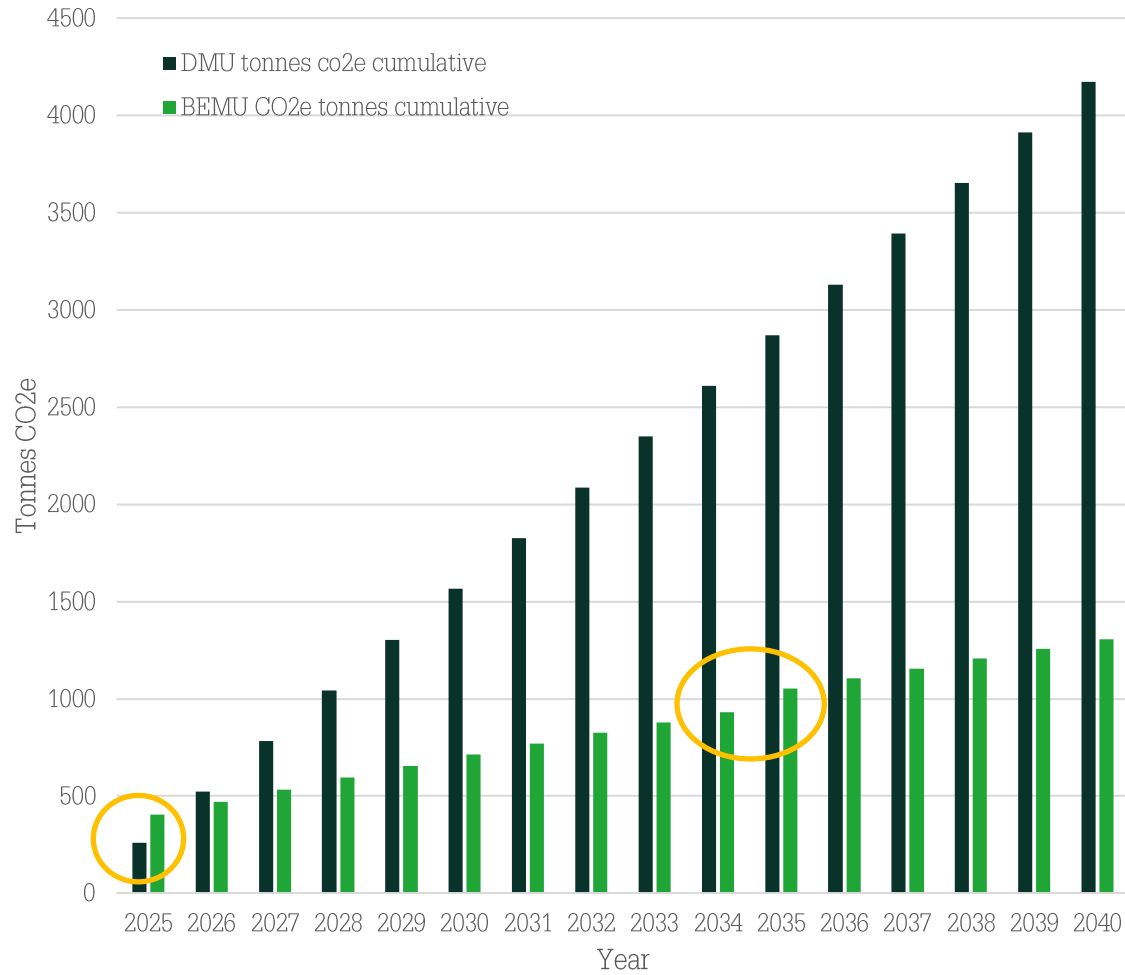


Embodied carbon: COP26 configuration

COP26 config: 255 tonnes total embodied carbon



Cumulative emissions



**“Everything you always
wanted to know about
Fast Charge battery trains***

*** But were afraid to ask”**



Thank you