NAME OF PERSON	**Ian Ross**
NATIONALITY	British
POSITION	Senior Signalling Engineer
QUALIFICATIONS	ONC Electrical Engineering HNC Electrical Engineering (part completed) City & Guilds Electrical Installation
TRAINING	Working towards IRSE Signalling Project Engineer Licence (1.2.230) Signal Sighting Committee Member IRSE Licensed Maintainer, Signal Failure Investigator and Team Leader (license lapsed) SMTH Tester (certificate lapsed) PTS (AC/DC) IWA Basic Telecoms Appreciation Course Route Relay Interlocking Solid State Interlocking Integrated Electronic Control Centre Hot-Axle Box Detectors Reliability Centred Maintainence Clamp Lock Points Maintainence HW2000 Point Machines Track Circuit Maintenance and Fault Finding Basic Signalling 1 & 2 Railway Communications
KEY EXPERIENCE	A railway S&T engineer with 21 years experience in the UK Rail Industry, including extensive experience in signalling asset management, maintenance and faulting on a wide range of systems. Most recently engaged in enhancement feasibility work and managament systems auditing, whilst previously carrying out a variety of Project Management and Design Development roles, including those with responsibilty for managing teams of staff, overseeing budgets and meeting project objectives. Also experienced in training and assessing candidates studying for NVQs.

EXPERIENCE

May 2007 – Present **Kilborn Consulting Limited, Senior Signalling Engineer**

Currently providing S&T engineering input to GRIP Stage 2 Fast Track Enhancement Project relating to the double tracking of the Soham Branch in the Anglia area. The work includes development of the S&T works required to accommodate the proposals, development of Bills of Quantities and support to the estimating process, production of signal engineering requirements documentation together with associated Signalling Sketches and input to final Option Selection Reports. Attendance at, and input to, Opening and VM/QRA meetings, as well as site surveys, has also been required.

Currently providing the S&T engineering input to GRIP Stage 2 Fast Track Enhancement Project relating to the capacity improvements at Queenstown Road near Waterloo. The work has included development of the S&T works required to accommodate the proposals, development of Bills of Quantities and support to the estimating process, production of signal engineering requirements documentation together with associated Signalling Sketches and input to final Option Selection Reports. Attendance at, and input to, Opening and VM/QRA meetings, as well as site surveys, has also been required.

Ian has recently carried out Signalling Maintenance Management Systems auditing on Irish Rail, covering all levels of the organisation from senior management through to area signal maintenance engineers. Sample audits of equipment were undertaken across the country and condition assessments were carried out to validate data held by the infrastructure controller. A comprehensive series of audit reports and recommendations were produced.

A similar exercise was also carried out for Docklands Light Railway on the infrastructure Maintainer, Serco Docklands.

Ian has been leading the Signal and Telecommunication engineering input into the GRIP Stages 1 – 4 analysis and report production on a number of multi disciplinary feasibility schemes on both Network Rail and non-Network Rail Infrastructure.

This has included feasibility work associated with the signalling alterations required to accommodate a new Carriage Washer unit at Heaton Depot and the upgrade of an open level crossing at Ferrybridge Power Station.

Ian carried out site survey and correlation activities, including production of associated reports, at Ferrybridge in connection with the resignalling of Ferrybridge Power Station railway.

Where timescales have dictated, Ian has provided support to the Director of the company, who has been engaged on a range of Fast Track Enhancement projects relating to signal engineering. The project outputs have all been produced by the Director, however, Ian has provided peer support and carried out technical research where appropriate.

He has previously completed the GRIP Stage 4 telecoms feasibility work and the intrusive survey work associated with the Wessex Package A and Package E Platform Extension projects, affecting a total of 19 stations. This includes production of a GRIP 4 Telecoms Approval In Principle Reports for both the Operational Telecoms and Station Security and Information Systems.

Other recent GRIP Stage 3 and 4 multi disciplinary feasibility project assignments on Network Rail Infrastructure have included:

- the provision of a new 12 Car Turnback Siding at Tunbridge Wells,
- the provision of a new 3 mile loop line at Axminster including partial resignalling, and
- the redevelopment of Wakefield Westgate Station & Platforms.

The above projects included preparation of reports on Signalling Asset Condition (using SICA), Signalling Equipment and Wiring Correlation, Final Project Specification, Telecom Approval In Principle Reports, input to the preparation of signalling scheme plans, recommendations for signalling controls and inputs into reviews covering the design and construction of the works.

Also involved in numerous asset inspections to identify Signalling and Telecoms infrastructure as part of bridge repair or replacement works during the period 2007 to the present.

February 2007 – September 2007 Metronet Rail Ltd, Signalling Project Engineer

Carried out the role of Signalling Project Engineer on London Underground on signalling enhancement and renewal projects. Took a lead role in wire degradation renewal projects, carrying out inspections in Signalling Equipment Rooms and determining extent of renewal works. Responsible for the design of method statements and safety plans; resource management and financial reporting; ensuring design specifications are met; revision of project budgets and timescales; identifying project trends. Successfully developed and signed off two main projects in Plaistow and Becontree.

December 2004 – February 2007 Performance Development Ltd, Business Director

Management of the company which delivered NVQ training for the rail industry. Role included project delivery, sales, personnel management, finance and securing funding and liasing with other training providers and companies such as Balfour Beatty, Jarvis and Network Rail. A major achievement was the successful development of the Internal Competency Management System and Quality Systems, which included all aspects of workplace assessment and verification of candidates. The company enabled over 100 candidates to successfully complete NVQs to enable them to work in the rail industry.

January 2002 – November 2004 Railway Performance Ltd, General Manager

Key responsibilities included the redevelopment of a business model and developing the business strategy, which enabled the company to increase their turnover. Hands on experience included acting as project consultant for various projects including the development of signalling works programs for Siemens. One major part of the role was to develop a competency development programme which enabled staff to progress by the use of training, coaching, mentoring and verification by assessment. Responsible for the development and training needs of over 100 staff which included developing an employee satisfaction survey and acting on the results.

April 2001 – December 2001 Railway Performance Ltd, Safety & Standards Manager/ Project Consultant

Developed the Quality Management System to reflect the role of the company and its future aims. This included ensuring that the company was compliant with industry standards and responsibility for ensuring compliance with external audit. Working together with Technical Heads and with safety professionals to ensure compliance by continuing site visits.

September 1998 – March 2002 Railway Performance Ltd, Project Engineer/Consultant/Resource Manager

Initially employed as a Project Leader overseeing a number of different projects for several different clients. He rose to take on a consultancy role, advising on and implementing different and enhanced maintenance regimes. This included working with Railtrack, later Network Rail, on Risk Based Maintenance using the MACRO tool which led to him developing a maintenance programme for Track Circuits based on usage and risk. Other projects involved working with Balfour Beatty to develop and implement enhanced signalling maintenance regimes for HW Point Machines including the introduction of wear indicators and locking nuts and the training of teams on the introduction of the new maintenance regime. On the non-client side he was responsible for resource and equipment management.

July 1992 – September 1998 EIMC/Balfour Beatty, Signalling Engineering Technician

Leading a signalling team carrying out maintenance and fault rectification on electrical and mechanical signalling equipment. Overseeing a maintenance area (Newcastle Central Station) and reducing failures in the area by over 50%. Equipment worked on included SSI, IECC, Clamp Locks, HABD, AWS, various Track Circuits, MA Signals, Route Relay Interlocking, mechanical interlockings and SGE point machines.

September 1989 – July 1992 British Rail Engineering Technician

Working under the guidance of a team leader to assist in the maintenance and fault rectification of all types of electrical signalling equipment.