

NAME OF PERSON Paul McSharry

NATIONALITY British

YEAR OF BIRTH 1965

HOME LOCATION Wellingborough, Northants

POSITION Principal Engineer

QUALIFICATIONS Incorporated Engineer (IEng)
 Member of the Institution of Engineering & Technology (MIET)
 Member of the Institution of Railway Signal Engineers (MIRSE)
 HNC (Electrical and Electronic Engineering) 1985
 ONC (Electrical and Electronic Engineering) 1983
 BSI Trained Internal Quality Auditor
 Signal Assessment Tool (SAT) Trained
 Detailed Assessment (DA) Workshop Facilitator Trained
 PTS and IWA Competent



KEY EXPERIENCE A professional railway signalling and systems engineer with 26 years experience (10 years at Senior Level), having effective project management, project engineering and communication skills. He is experienced in system specification, design and application of both modern and traditional signalling systems as part of both renewal & development projects.

Paul has experience of electromagnetic compatibility and system compatibility issues, implementation of safety critical processor based systems, safety assessments as well as safety and product approval processes. He also has experience of track renewal and track replacement projects and has developed key skills in the area of multi disciplinary co-ordination and co-operation. He has held positions of key responsibility within Railtrack (now Network Rail) and maintains strong relations with HQ and Territory based Signal Engineering teams.

EXPERIENCE

July 2000 to date Director, Kilborn Consulting Limited

September 1997 to June 2000 Director, Naseby Signalling Associates Limited

Work undertaken during this period: (1) Feasibility Studies and related work:

Numerous inspections to identify Signalling and telecomms assets and infrastructure as part of bridge repair or replacement works during the period 2005 to 2008.

Currently leading the signal engineering design development input into:

- The GRIP 4 studies for Axminster Area Capacity Enhancements.
- The GRIP 2 and 3 studies for Wakefield Westgate Station Redevelopment.

The work includes preparation of reports on signalling asset condition, outline project specification, operational telecommunications, preparation of signalling scheme plans, recommendations for signalling controls and inputs into reviews covering the design and construction of the works.

Provided/led the signal engineering design development input into the GRIP 4 studies for Tunbridge Wells 12 car turn-back siding. The work includes preparation of reports on signalling asset condition, outline project specification, operational telecommunications, preparation of signalling scheme plans, recommendations for signalling controls and inputs into reviews covering the design and construction of the works.

East Midlands Parkway Station: Provided/led the signal engineering design development input into the GRIP4 studies for the development of a new station at East Midlands Parkway on the Midland Mainline. The work includes preparation of reports on signalling asset condition, outline project specification, operational telecommunications, preparation of signalling scheme plans, recommendations for signalling controls and inputs into reviews covering the design and construction of the works.

Engaged by the RAIB to provide specialist support and expertise in the investigation of incidents and accidents on Network Rail infrastructure. Recently assisted in the investigation into the derailment of a freight train in Maltby, South Yorkshire. Remit included the production of method statements, providing a tester to carry out the investigation, liaison with the RAIB and production of final report to the satisfaction of the RAIB.

Hull Docks Branch Line GRIP 3 & GRIP 4 Studies: Provided/led the signal engineering design development input into the GRIP 3 and GRIP4 studies for upgrading the Hull Docks Branch Line from handling currently 10 trains each way per day to handling 24 trains each way per day. The work included preparation of reports on signalling options, preparation of signalling scheme plans, recommendations for signalling controls and inputs into reviews covering the design, construction and ongoing maintenance of the upgraded line, as well as consideration of operational telecommunications.

Orpington Station: Assisted in the production of the Signal Sighting Issues Report in support of the AIP phase of the project under the DfT Step Free Programme for the provision of a passenger footbridge with lifts at Orpington Station to provide disabled access between the station platforms.

GRIP 2 Feasibility Studies: St Helens and St. Albans Stations: Provided signalling consultancy support to White Young Green, supporting the Client's multi-disciplinary team, and carried out detailed assessments as part of the GRIP 2 feasibility studies of the impact upon the infrastructure arising from the proposed station re-development works at St Helens and St. Albans Stations. As well as signalling related issues, the work included consideration of operational, retail and business telecommunications.

W10 Gauging Assessments (GRIP 3 & GRIP 4): Working in support of White Young Green as part of a multi-disciplinary team, Paul carried out detailed assessments of the impact upon the infrastructure arising from the proposed introduction of W10 Gauge freight trains on two specific infrastructure routes.

Feasibility Studies - Fitment of AWS: Completed the production of Feasibility Reports relating to the fitment of AWS equipment on a number of freight only branch lines on the Anglia area of Railtrack Eastern Region arising from the publication of the new RGS GE/RT8035.

Overrun Risk Assessments: Led the production of Overrun Risk Assessments for a large number of signals in the Network Rail Anglia Region.

Work undertaken during this period: (2) Infrastructure Condition Assessments:

Level Crossing Condition Assessment Surveys (SICA): Currently in the role of Project Manager and lead Project Engineer, leading a team of 8 staff in an assignment to carry out Signalling Infrastructure Condition Assessments (SICA) at approximately 700 level crossings in South East and London North West Territories. Working with Network Rail HQ and Territory based Signal Engineers, this was a significant project aimed at providing Network Rail with data for the development of infrastructure renewal plans over the next 10 years. The production of output reports including recommendations for each crossing is a key part of the assignment.

Primary Signalling Infrastructure Condition Assessments: Carried out SICA surveys at approximately 90 signal box and relay room installations in South East Territory with production of appropriate survey reports.

Full survey of the Railtrack East Anglia Zone's signalling assets in 2000 using the Primary Signalling Infrastructure Condition Assessment (SICA) software model. This comprised a survey of over 230 signalling installations with production of appropriate survey reports.

Work undertaken during this period: (3) Documentation and Standards:

Signalling Maintenance Documentation: Cromer-Norwich Line: Led the production of a suite of new and revised Signalling Maintenance Documentation for the Harmon VHLC Interlocking and HXP3 Level Crossing Predictor, a novel signalling system implemented by RT East Anglia Zone. These were later revised and reissued when the VHLC and HXP3 equipment was installed for controlling the Bedford-Bletchey Line.

Supply Chain Audit Protocols: Led the production of a suite of signal engineering audit protocols for Network Rail Headquarters Signal Engineers Group. The Audit Protocols cover all areas of signal engineering and will be used as part of the Link Up Supply Chain PROOF process to validate suppliers to Network Rail.

European TSIs for Interoperability: Planning, implementation and management of a trial analysis of European TSIs against RGSs covering the fields of Rolling Stock, Infrastructure and Operations. Work included cost and resource management as well as production of full trial report to Railway Safety.

Work undertaken during this period: (4) Other Projects:

Manchester South Capacity Improvement Project: Provided support helping Ansaldo Signalling to adapt their ACC signalling system for controlling the southern approaches to Manchester, including specifying the required signalling controls, reviewing the interfaces to the conventional signalling equipment, reviewing the safety logic to ensure that it conforms to Railway Group and Network Rail Company Standards.

Belfast-Bangor Track Relaying Project: Acted as Professional Head of Signalling for Mowlem Railways. The role involved the technical monitoring of the nominated signalling sub-contractor during the implementation phase of the works. Working in conjunction with the client's multi-disciplinary project team to oversee the successful implementation of the signalling system as part of the wider track and civil engineering works aspects of the project.

