



- Cross boundary signalling issues associated with the provision of the new IEP depot at Doncaster Carr.
- The provision of a new Light Maintenance Depot on the site of unused sidings at West Ealing; this work included depot protection system interfaces and amendments to the main line signalling.
- Peer review of proposed changes in the signalling arrangements on part of the Midland Main Line, to permit enhancements to speed and capacity.
- Track circuit and bonding changes associated with permanent way works at the DLR Beckton depot.
- Dorset Coast signalling Re-Control – including undertaking a Signalling Principles Review of existing arrangements.
- North – South Wales Journey Time Initiative, three separate packages of signalling work including the partial re-doubling of the Wrexham to Saltney Junction line, line speed improvements between Shrewsbury and Gobowen and decreasing train section clearance times on the Isle of Anglesey.
- Signalling system compatibility assessments as part of an EMC study for Allerton Depot on Merseyside.
- Removing constraints at Ely North Junction and on the Ely West curve.
- Junction remodelling and additional platform provision at Redhill.
- Platform extension works at Purley and Imperial Wharf.
- Junction remodelling at West Croydon.
- GRIP2 capacity study at Leeds station.
- Old Oak Common Depot – Feasibility Study and design for Crossrail project.
- The provision of additional signalled sidings at Ferrybridge Power Station.
- Investigations into improving clearance times at Carlton Road Junction.
- SAT assessment involved with numerous sites as part of the Southampton to West Midlands Freight Train Lengthening project and various improvements works in the South East.
- SORAT assessments for the Newport to Shrewsbury re-signalling project.
- Level crossing barrier down time studies for the Newport to Shrewsbury re-signalling project.
- Production of Signal Sighting Forms for the Port Talbot to Swansea (“Port Talbot West”) re-signalling scheme.
- OLE Bonding surveys on sections of the Midland Mainline.
- Cable route investigations and surveys.
- Correlation and asset condition surveys, including full relay room correlations.

**June 2009 – August 2011**

**AECOM, Signalling Engineer**

Undertook all signalling aspects of the GRIP4 platform extension works at Durham for the IEP project, the GRIP3 platform extension works at Sandy and investigative work associated with the provision of a new station at Belford. This included correlation surveys, cable route assessments and attending value management workshops in addition to report writing; SORA (SAT) and signalling scheme plan generation. He also undertook a signalling impact assessment for the proposed re-opening of Belford Station and provided a signalling input to gauge enhancement and other non-signalling driven works. He was also responsible for the production of Method Statements and Work Package Plans. Ian also undertook site surveys for the FTN project.

**2008 – 2009**

**WYG Engineering, Signalling Engineer**

Packages A and E -undertook all GRIP4 works (FPS, Design Commentaries, hand drawn scheme plans for CAD production and draft possession strategies), for platform extension works at 12 stations in the London area. LNE 7 day railway - investigating and reporting upon the possibilities for bi-directional working including aspect sequence charts and train capacity for section of the ECML. EGIP – Cross-functional Technical Option Definition and Feasibility Appraisal (TODFA) report for Croydon station. Other duties included the production of Work Package Plans and Task Briefing sheets, cable route surveys / reports, signalling correlation surveys and the production of signalling / operational briefing notes for bid production teams as well as signalling and telecoms cable identification for the London Bridge station project.

**2008 Jacobs, Signalling Engineer**

LNW Ground Frame Recoveries - producing options for track circuit rationalisation, investigating and producing outline designs for the conversion of controlled signals to automatics with a replacement facility including the investigation of multiplexer capacity, investigating the effects of OLE track sectioning cabins on signalling provision and acquiring records. Wessex package B platform extensions - producing GRIP3 Outline Project Specifications and Signalling Scheme Plans for three stations. Dublin Metro North - production of Risk Assessments.

**2006 – 2008 Praxis Rail Engineering, Engineering Manager**

Engineering Manager responsible for: the setting up and initial running of a maintenance facility, overhaul of locomotives for 3rd. party customers, day to day provision of motive power for the sister company Motorail Logistics, rolling stock component recovery, facility provision for 3rd. party equipment rail tests and Operational staff provision and verification.

**2005 – 2006 Motorail Logistics, Operations Manager**

Operations Manager with responsibility for: the setting up and initial operation of a large private railhead, which provided intermodal and storage facilities; the provision and maintenance of motive power, permanent way maintenance works, customer liaison with ROSCO's and TOC's and operational staff verification.

**2003 – 2005 RMS Locotec, Senior Locomotive Engineer**

Based on over two decades of experience in Heritage Railway engineering on a voluntary basis Ian was approached to fulfil the role of Senior locomotive engineer with responsibility for: the maintenance of the company hire-fleet of locomotives in the midlands and south. The role included the maintenance of customer's locomotives and the companies own hire fleet, interfacing with customers and gaining new business based on improving performance, suggesting and instigating a regime of continual improvement in terms of locomotive availability and reliability, suggesting and instigating a more customer focussed approach in the area for which he was responsible. These reforms resulted in an expansion in business in those areas for which he was responsible, operating in a challenging multidisciplinary environment within rail freight terminals, depots and industrial complex's.

**2001 – 2003 MEB Contracting, Assistant Signalling Design Engineer**

Employed as an Assistant Signal Design Engineer in a newly set up collaborative venture with PB; updating drawings to testing comments, records requests and returns and detail design work under mentorship, following a downturn in signalling work Ian and a colleague proactively found an income stream for the department by undertaking survey work on the FTN project, undertaking telecoms infrastructure surveying on a 24/7 basis to produce accurate survey notes. Working in both red and green zones. Ensuring close liaison with designers and contractors.

**1999 – 2001 Euro Business Assistance, Senior Consultant**

Involved in assisting ailing companies to improve their business performance through Cost Benefit Analysis and the adoption of a variety of modern business tools and models, including Lean, Kaisan etc.

**1998 – 1999 University of Central England, MSC Industrial Logistics**

This supply chain management course involved not only academic study but additionally included a live project based on the provision and outline design of a new railhead for a major manufacturing operation. The main elements being to determine actual requirements; find the optimum location (including planning issues), investigate grants and funding and then produce an outline design and operating criteria. The project involved liaising with all levels up to and including directors and outside officials. Ian was awarded an Institute of Logistics and Transport prize for this work, which exceeded all expectations.

**1985 – 1998 Midland Independent Newspapers, Electronics Engineer**

Involved in both day-to-day maintenance and cross-functional fault finding in addition to the design and construction of bespoke control equipment.

**1980 – 1985 Lucas Girling/BR, Braking Development Engineer**

Involved in development work on HST, class 321 and freight rolling stock braking systems in addition to Wheel Slide Prevention (WSP) systems. He also was involved in the design and construction of specialised instrumentation.