

John Tilly - Curriculum Vitae - Career Summary

Railway Signal Engineer with over 41 years continuous experience

Señalización Ltd, Railway Industry Consultancy and Local Bicycle Maintenance Provider, Director. 2009 to date.

Her Majesty's Railway Inspectorate (HSE/ORR) 1999 - to 2009: HM Inspector of Railways; HM Principal Inspector of Railways, Level Crossing National Expertise Team. Assessment and Inspection of new and modified railway works and recommendations to the Secretary of State or delegated authority for statutory approval.

Chair, (2003/4) UK National Level Crossing Safety Group;

Member of EU Directorate General Level Crossing Sub Group reporting to the EU high level group on Road Safety. **Member** of the EU Level Crossing Research Group.

Member of several research 'steering groups', Railway Safety & Standards Board (RSSB).

Advisor, English & Scottish Law Commissions

Halcrow-Transmark 1993 - 1999: Consultant; Senior Consultant

Clients include: CS Transport, France; London Underground; Northern Ireland Railways; GMPT/Manchester Metrolink; Indonesian State Railways; Stansted Airport Ltd; Railtrack; Bechtel; Rail Link Engineering (Channel Tunnel Rail Link project); Balfour Beatty Rail Projects (Euston/Willesden project);

Channel Tunnel (TML) 1993: System Commissioning & Operations Engineer

Management & witnessing of signalling commissioning activities in the United Kingdom section of the tunnel. Intimate knowledge of UK section of system.

London Underground 1968 -1993: Very extensive "front line" experience in rapid transit railway signalling:

Indentured Apprenticeship

Signal Technician

Signal Installation Supervisor

Signal Maintenance Supervisor

Signal Incident Manager

Qualified Signalling Tester and Signalling Examiner

Intimate knowledge of the whole London Underground system

Fellow, (FIRSE) Institution of Railway Signal Engineers;

Member of "Membership" Committee (1998-2007). Proceedings Editor (1995-2002).

Fellow, (FPWI) Permanent Way Institution

Fellow, (FCILT) Chartered Institute of Logistics & Transport

MSc (Eng), Railway Systems Engineering, Sheffield University

Advisor, (Signal Engineering) to the London Transport Museum

John Tilly - Curriculum Vitae - Personal Details

NAME: JOHN HARVEY TILLY
AGE: 59
DATE OF BIRTH: 30th December 1951
STATUS: Married, two sons.

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Web Site: <http://www.senalizacion.biz>

EMPLOYED BY: **Señalización Ltd**

TITLE: Director

MISCELLANEOUS: Non smoker, Non drinker. Full U.K. driving licence.

MEMBERSHIP OF PROFESSIONAL BODIES

Fellow, Institution of Railway Signal Engineers. (FIRSE)

Fellow, Permanent Way Institution. (FPWI)

Fellow, Chartered Institute of Transport/Institute of Logistics & Transport (FCILT)

John Tilly - Curriculum Vitae - Experience

2009 to date: Señalización Ltd, Director. Railway Industry Consultancy and Bicycle Maintenance Services.

Independent Competent Person, Canning Town UWC LC, Docklands Light Railway 2009/10
Expert Witness, Level crossing fatality/prosecution, Office of Rail Regulation 2010.
Level Crossing Assessment Study, Ravenglass & Eskdale Railway/Green Dragon Rail 2010
Standards & Audit work, London Underground, Professional Head of Signalling, 3/2011 >
Independent Competent Person, Rawtenstall West LC, East Lancashire Railway, 4/2011>
Level Crossing Order production, Tata Steel Railway Consultancy, York, 4/2011>

Feb. 2001 to 2009: HM Railway Inspectorate; HM Principal Inspector of Railways.

Appointed as HM Principal Inspector of Railways by Secretary of State, leading the Level Crossing National Expertise Team and all activities within HMRI on a national basis including Northern Ireland (at NI Government request). One HM Inspector of Railways and a 3 person administrative team report to me. I am expected to give expert advice to the Secretary of State, Government Ministers, Members of Parliament, HMRI Management and other bodies on all matters appertaining to level crossings nationally. My team manage a diverse and sometimes difficult public consultation process mandated in the Level Crossings Act 1983 and consideration of level crossing schemes including technical matters, complex legislative issues and interfaces between many parties. I also undertake some signalling approvals work.

Currently actively involved in a Law Commission review of level crossing and associated legislation and review of Railway Safety Principles & Guidance Part 2E Level Crossings.

Chair, (2003/4) UK National Level Crossing Safety Group. Joint initiative with Railway Safety Ltd and Railtrack plc, recently formed, at my suggestion, to develop awareness of the risks at level crossings amongst other agencies.

Member of the EU Level Crossing sub-group of experts reporting to the Directorate General High Level Group on Road Safety. **Member** of the EU Level Crossing Research Group.

Member of the organising committee for the 8th International Level Crossing Symposium, Sheffield UK, 2004.

Member of several research 'steering groups', Railway Safety & Standards Board (RSSB). Considered (by others) to be the UK's leading authority on Level Crossings.

Advisor, English & Scottish Law Commissions
And as below.

2004 to 2008: HM Railway Inspectorate; HM Principal Inspector of Railways.

Led technical investigation into Elsenham Level Crossing double fatality for HMRI/HM Coroner.
Led technical investigation into the Ufton Train Crash and produced report for HM Coroner and participated in the extensive 20 day Inquest.

May/Jun 2002: HM Railway Inspectorate; HM Principal Inspector of Railways.

Seconded to the British Transport Police, Technical Investigation Team, in respect of the Potters Bar Train Crash that occurred on 10th May 2002. The role included assisting BTP Officers in interviewing material witnesses in respect of technical matters. Assisting with site and laboratory investigations and seeking evidence from Railtrack, Jarvis and other parties. Giving technical advice to BTP and others involved in the investigation.

Nov. 99 to Feb. 2001: HM Railway Inspectorate; HM Inspector of Railways.

Appointed as HM Inspector of Railways by Secretary of State, assigned to the HMRI's Technical Division RI1 (HMRI is a unit within the Office of Rail Regulation).

Responsible for assessing and inspecting all types of new and modified railway works, rolling stock and schemes, and making recommendations to the Secretary of State or their delegated authority/s for statutory approval. The role also includes

- enforcement of health and safety legislation;
- investigation of accidents and complaints;
- assessment, acceptance and monitoring of safety cases;

Currently specialising in Level Crossing matters:

- Assessment of new and modified protection arrangements at level crossings.
- Statutory inspection of level crossings.
- Statutory consultee in relation to planning applications in vicinity of level crossings.
- Assessment of draft level crossing Orders submitted by railway operators.
- Public complaints relating to level crossing issues.
- Answering Ministerial, MP's and parliamentary questions.
- Advising railway operators.
- Chairing Public meetings.
- Statutory consultee in relation to Transport & Works Act applications.
- Liaison with railway, highway, police, DfT and other bodies.
- Recommendations to Secretary of State or delegated authority for statutory approvals.
- Assessor, as required, to HM Coroner.
- Expert witness etc. to Courts as required.

'Expert Witness' – West Lodge prosecution, Itchingfield and Bayles & Wylies fatal accidents for HM Coroner's inquests West Lodge, Ufton, Elsenham and Pegamoid inquests. Shiplake LC for BTP. Moulinearn Level Crossing accident (for Procurator Fiscal and Court of Session); Carnaby Level Crossing Red Light Camera prosecution (for British Transport Police); Aldwarke derailment (for HSE); Potters Bar (for HSE/BTP); Rylands Level Crossing fatality (for HSE); Fishbourne Level Crossing fatality (for HM Coroner).

Jun. 94 to Oct. 99: HALCROW-TRANSMARK; (formerly Transmark) Senior Consultant (MS5) Signal Engineering. Dec 93 to May 94: Consultant. (MS4) Signal Engineering.

Projects and clients that I have been involved in included:

Railtrack/Bechtel: Review and validation of consultants London Underground PPP proposals and integration reports for sub-surface lines.

Hong Kong Tramways: Review of automatic point setting (engineering and operational) proposals.

London Underground Ltd; PPP Initiative, production of a Tunnel Services Interfaces report for 'data room'. Production of 'definitions' for Signalling Design Handbook.

Translink, Northern Ireland Railways; Part of team undertaking a Safety Strategy, multi-disciplinary review of whole railway system, operational and engineering methods following several accidents (see below).

Balfour Beatty Rail Projects; Euston Remodelling, Willesden Resignalling, seconded in a joint venture as Willesden Design Delivery Manager; Pre-contract matters and setting up project organisation in conjunction with BBRP and sub-contractors. Feasibility studies, optioneering and preparation of Contract addendum to undertake work.

Translink, Northern Ireland Railways; April 1998; 'Expert Witness' - Independent investigation into a collision between two trains involving signalling systems and signalling staff; Verbal evidence and Report of findings to Panel of Inquiry. Subsequent on-site training of all Technician Officers

Greater Manchester Passenger Transport Executive; Manchester Metrolink; Evaluation of signalling schemes, plans and specifications for Eccles/Salford extension. Site Inspection of scheme and recommendations to GMPTE for acceptance.

Railtrack EAPD; West Anglia Route Modernisation project , preparing scheme estimates.

Sep 96 > Feb 98; Seconded to Rail Link Engineering, Channel Tunnel Rail Link Project; Systemwide Signalling Staging Engineer; Responsible for liaison with the five project groups on signalling issues and interfaces between CTRL & Railtrack infrastructure:

Sep 96 > Mar 97; Railway Utility Research Manager; Leading a small team in establishing the extents of railway services and utilities on Railtrack and other railway infrastructure in connection with the mapping of the new link.

Greater Manchester Passenger Transport Executive; Manchester Metrolink; Audit of Signalling Maintenance prior to the end of current Concession agreement to establish equipment condition.

Railtrack South MPD; Infrastructure Impact study, Docklands Light Railway extension to Lewisham & Greenwich.

Railtrack Midlands: West Coast Main Line; Audit study of signalling equipment to assess condition, Coventry, Wolverhampton and Watford Junction areas. (Part of a larger Signalling and PW study on WCML.)

Greater Manchester Passenger Transport Executive; Manchester Metrolink; Surveys and site assessment of signalling equipment in connection with extension of system to Salford/Eccles and building of the Manchester City Link road. Project specification for works involved.

Greater Manchester Passenger Transport Executive; Manchester Metrolink; Evaluation of signalling tenders for extension of Metrolink to Salford/Eccles. Recommendations to GMPTE.

Stansted Airport Ltd, Transit System (Rubber tyred, hybrid monorail guided system); Theoretical and practical refresher training and examination of all system technicians.

Indonesian State Railways; Independent factory testing of Vital Processor Interlockings (VPI) for Cigading - Serpong Rehabilitation project, to their principles; Involvement in Cikampek - Cirebon double tracking project

Railtrack MPD Scotland; Correlation of signal boxes, Montrose area; Level Crossing development studies, various sites.

Northern Ireland Railways; Assisting with specification and tendering process and some site work for Great Victoria Street Rail Link, Belfast; Bleach Green - Antrim rehabilitation project, level crossing and scheme plan design; Assisting & Witnessing NIR with testing & commissioning Great Victoria Street Rail Link, Belfast & track circuit tokenless block signalling Ballymena - Killagan - Ballymoney.

London Underground Ltd; Production of a Signal Technicians Maintenance manual to guide technicians in the correct methods of equipment replacement.

Network South Central TOU; Thameslink 2000, survey of stations to assess impact of station alterations on signalling and other infrastructure.

CS Transport Ltd, Paris; Independent design check of drawings and designs produced by CS Transport, France (one of France's major signalling contractors) to confirm that the drawings met the specification laid down by the Malaysian Railways Administration for a major re-signalling and upgrading project involving three lines of the State Railway system (KTMB) within a radius of 50km of the capital city, Kuala Lumpur.

Production of signalling drawings and plans using Autocad. Company representative for IRSE Licensing scheme. Minor involvement in other projects.

Apr 93 to Nov 93: TRANSMANCHE LINK JOINT VENTURE (TML) - the Channel Tunnel Contractors; Consultant; Systems Commissioning & Operations Engineer, (Signalling UK). (Self Employed, short term contract)

Responsible for managing and witnessing the commissioning activities of various French signalling contractors within the British section of the Channel Tunnel system, principally Sofrerail, and including Spie Trindel, Westinghouse, Alcatel, Silec, GEC Alsthom, Balfour Beatty and CSEE Transport. Responsibility for HSW matters in regard to all contractors, (particularly the French) working with any signalling equipment. Landlord responsibilities for the signalling equipment rooms and trackside equipment located at the U.K. Crossover. Management of signalling key suite and signalling spares procedures.

Sep 68 to Apr 93: LONDON UNDERGROUND Ltd

Signal and Electrical Engineers, Signal House, 130 Bollo Lane, Acton, London, W3 8BZ. The Signal and Electrical Contractors Business Unit was a autonomous, major business within the Engineering Operations Directorate of London Underground Ltd. The unit employed some 1400 staff with a turnover of around £52 million annually. (1992 figures)

Aug 1990 to Feb 93: Assistant Field Services Manager (Incidents) R14, Griffith House.

Responsible for investigation and rectification of reported malfunctions to signalling, communications, ticketing, lighting and traction systems throughout the *whole* LUL railway system on a rostered 24hr/365 day basis, and control of all staff engaged thereon. Responsible for confirmation of the Safety of the Signalling System following major incidents, such as signalling irregularities, derailments, collisions, and fires. Personal involvement and management of all signalling failures whilst on shift, a total of 2540+. General Manager's senior representative outside office hours.

Responsible for contacting and advising senior managers regarding major incidents, and submitting detailed reports on the occurrence of such incidents. Responsible for administration of the Signal and Communications Report Centres, Report Centre, Computer and Relief Supervisors (30), Technicians (249) and staff clerks (x2 AG); Organisation of relief duties both Supervisory and Technician. Selection of staff for promotion to technician positions, setting of examination papers and theoretical/practical tests to maintain standards of competence; Promotion of staff to Report Centre positions. Responsible for 2nd stage disciplinary hearings. Responsible for Authorisation of Expenditure on major incidents to enable re-instatement of the railway (£1m); Salaries of Technicians and Report Centre supervisors etc. (£4m).

This position was a high profile one that commanded a great deal of respect and required the following attributes: Ability to "manage" signal failures and incidents so as to keep the delay to a minimum and thus control the financial loss to the Company, and passenger discomfort caused by the delay. Ability to think both calmly and quickly during serious incidents; The highest degree of integrity, both on a personal level and with regard to safety critical signalling equipment; Considerable man management abilities; Ability to lead and delegate and an excellent rapport and liaison with superiors/subordinates and all other departments.

1989 to 1990: Supervisor Class 1 Signals, (Maintenance) Earls Court Jobbing,

Days/Nights. Controlling Earls Court area regular signal maintenance on daily basis and control of all staff (circa 55-60 nights, 35-40 days, plus technicians at outlying depots) involved in same, making efficient use of resources, both staff and assets. Failure investigation follow up work and emergency changing of equipment etc. Liasing with other depts. Area covered: Victoria, Jubilee and Bakerloo lines (All); Metropolitan line west/north of Great Portland Street; Central line west of Tottenham Court Rd; District line west of St. James Pk; Piccadilly line west of Kings Cross; Circle line Great Portland Street to St James Pk. (60% of LUL) Senior Depot Supervisor in absence of manager/s.

1987 - 1989: Relief Supervisor Class 1 Signals, (Maintenance) with Assistant Field Services Manager (Incidents); (formerly Chief Inspector) Duty Supervisor on early and late shifts assisting Incident Manager with all minor and major incidents involving the signalling system, including derailments, collisions, signalling irregularities and fires. Assisting with administration duties, AET rostering, leave etc. Relief duties covering all other supervisor's leave and sickness at all depots. This includes Jobbing - as above; Mechanical - PW work involving signalling equipment and other mechanical activities; Locking - maintenance of interlocking frames and failure follow up work; Routine Change - regular 5 - 12 year cycle of changing all signalling apparatus; Cable Testing - as below; Emergency Repair - minor remedial works; Report Centre - manning fault centre and detailing staff.

1985 - 1987: Supervisor Class 1 Signals (Maintenance) Cable Test & Repair, Earls Court; Emergency cable fault finding and repair, routine cable testing and repair and signal cabin testing, with a dedicated test gang. Covered all other positions in office.

1979 - 1985: Supervisor Class 1 Signals, (Installation) Wembley Park & South Kensington; Major and minor resignalling works including Wembley Park resignalling. Cable diversion work, train radio, removal of redundant cabins/IMR's, removal of redundant circuits, TETS and emergency repair work. Involved in all aspects from the interpretation of drawings and circuitry diagrams to pre-commissioning testing, and assisting Engineers with the commissioning of such work. Staff levels varied with the task from 1/2 to average of 25. Covered Control grade Supervisor on occasions of leave and sickness. Responsible for Depot management and control off all staff/supervisors - 120/10 respectively.

1979: Four month Supervisors Training Course, including classroom, residential and depot ("hands - on") training.

1974 - 1979: Automatic Equipment Technician (AET); Group Maintenance AET, Marble Arch to West Ruislip & Ealing Broadway. AET Relief duties; covered 36 depots, 5 maintenance groups and other Technician 1 & 2 positions. AET Harrow on the Hill. As AET dealt with over 80 signalling failures during "traffic hours".

1974: Technician Class 1 Signals, Routine Change, Earls Court. Routine changing of all types of signalling equipment at all locations throughout London Underground.

1972 - 1974: Technician Class 2 Signals. Permanent Way work; re-railing, tamping/lining machines, reconditioning. Mechanical maintenance, possessions, Long rail blockjoint changing - throughout LUL system. Victoria line routine change. Signal maintenance, Tooting - Oval section.

1968 - 1972: Indentured apprenticeship in Railway Power Signal Engineering, LUL practice. Training with Supervisors, Technicians, Office Departments and day release/college etc.

John Tilly - Curriculum Vitae - Referees

London Underground:

Mr J.W.A. Colvin
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Mr J Moore
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London Underground:

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Channel Tunnel (TML):

Mr J. Stokes (Retd)
"Roselea"
Ismays Road,
Ightam,
Sevenoaks,
Kent, TN15 9BE.
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Halcrow-Transmark:

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HM Railway Inspectorate

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London Midland Railway

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General: (Non Technical)

General: (Non Technical)

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Bury,
Lancashire,
BL9 5JS.

Tel: 0161.761.6079

Tel: 0207.941.4383

All have agreed to being approached.

John Tilly - Curriculum Vitae - Qualifications, Training and Licensing

- 1963 Secondary Modern education; Eight passes, Certificate of Secondary Education (CSE's), Two passes, Royal Society of Arts (RSA).
- 1968 Indentured Apprenticeship in Railway Power Signalling Engineering, London Transport practice. Engineering Industry Training Board Course (EITB). Passed 1st part, City & Guilds Certificate in Electrical Engineering.
- 1972 Passed Technician Class 2 Signals Examination. (LUL)
- 1979 Supervisors Training Course. (LUL)
- 1986 Residential Clamplock training course at Crewe. (BR)
- 1987 First Aid at Work course and examination. (LUL) Qualified First Aider. Re-qualified 1990; 1993 (TML), 1996 (LUL), 1999 (Transmark).
- 1989 Attended Chartered Institute of Transport, Short course (LUL).
- 1990 Qualified Category 4 Tester. Qualified Signalling Examiner. (LUL)
- 1991 Authorised Key holder for Sub-station access, Re-qualified 1993; Track Safety certification. (LUL); Attended Institution of Railway Signal Engineers International Convention at Lucerne, Switzerland with LUL party; Interviewing skills course, Flagstaff House; Signal Relay Interlocking (Central Line) Course. (LUL).
- 1992 M63 Points Course (Central Line); Business Finance Principles Course (LUL); Attended Institution of Railway Signal Engineers technical visits to BR Chiltern Lines & Manchester "Metrolink".
- 1992/3 Participating in Devolution training of Supervisors.
- 1993 "Franklin" Time management seminar. Licensed by Signal & Electrical Contractors (LUL) in following Categories: SEC 3020, 3021,3030, 3031, 3032, 3045, 3046, 3053, 3054, 3055, 3061, 3063, 3062, 3070, 3090, 3034, 3050, 3056, 3059. Licensed by L.U.L. Safety Engineer: SEC 3044. (Licences expire 02.08.94)
- 1993 T.M.L. Induction training; Track Safety training (Orange Card) U.K. & France; Authorised to work on Low Voltage Signalling supplies (415v); Authorised tunnel cyclist. Authorised to accept Permit to Work under 25kv Catenary regulations. (Green card). First Aid Re-Qualification;
- 1994 Computer Aided Design (AutoCAD) Extended Basic & Intermediate training courses; Quantified Risk Assessment training course.
- 1995 Northern Ireland Railways, Track Safety certification; Railtrack, Track Safety Certification.
- 1996 Track Safety & PICOW certification (Railtrack); First Aid Re-Qualification; Radiodetection, 'CAT' training.
- 1996/7 City & Guilds D32/33 Vocational Assessor Training Course;
- 97/00 MSc Rail Systems Engineering, Sheffield University, graduated 13.05.2000
- 2000 Law 'A', University of Warwick; HSE Introduction, University of Loughborough.
- 2001 Law 'B', University of Warwick;
- 2002 PTS Recertification;
- 2003 Mind Mapping; Reading Faster; Civil Service College.
- 2004 Track Safety certification. (LUL); Change/Stress Management (HSE);
- 2006 Expert Witness Training, University of Warwick; Management Training National School of Government – understanding/developing 'people' skills.
- 2007 Institute of Advanced Motorists – Safe Driving Assessment/Course
- 2008 Euro Audits, University of Aston. Road safety audit appreciation.
- 2009 SSI Appreciation. Robust Train Protection, Signet Solutions, Derby.

John Tilly - Curriculum Vitae - General (Professional) Information

1970: As an apprentice, and under guidance, took photographs for departments safety lecture/film.

1983: Took part in London Transport's Golden Jubilee Celebrations at LT's request. (Display of 50 years of LT railway ticketing practice, at Neasden and Acton.)

1985: Presented lecture "*Just the Ticket*" to Technical Society on developments in railway ticket machinery. (Published; Proceedings, London Transport Signal Engineers Technical Society, 1985).

1986: Organised and presented General Knowledge/Railway Quiz to Technical Society.

1988: 150 years of the Edmondson ticket, joint author, article, *Railway World*.

1995: Presented lecture "*Development of the "V" Style Interlocking machine*" to Newcomen Society, University of Sunderland and London Transport Museum.

Appointed Hon. Proceedings Editor and Member of "Publications" Committee, Institution of Railway Signal Engineers (1995/2002 - produced 8 editions).

Appointed Advisor (Signalling) to the London Transport Museum.

Essay published "*Rehabilitation of the Bleach Green - Antrim Railway Line*" - for Chartered Institute of Transport membership process.

Lecture to SCUk, IRSE Examination Study Group, Bleach Green - Antrim level crossings.

1996: Presented lecture "*Development of the "V" Style Interlocking machine*", London Underground Signal & Electrical Engineers Technical Society.

Presented lecture "*Robert Dell's Patents*", Newcomen Society, University of Sunderland and London Transport Museum, Robert Dell Seminar.

Lecture to LUL, IRSE Examination Study Group, Incident Management.

Lecture to SCUk, IRSE Examination Study Group, LUL signalling principles.

Lecture to SCUk, IRSE Examination Study Group, Bleach Green - Antrim level crossings.

Presented lecture "*Development of the "V" Style Interlocking machine*", London Transport Industrial Archaeology Group.

1998: Appointed Hon. Membership Secretary, Institution of Railway Signal Engineers. Member of Membership Committee.

1999: Book published: (joint author) London Transport Railway Signalling; Papers on the life and work of Robert Dell 1900-1992; ISBN 0 9507416 5 5, published by Nebulous Books.

1999: MSc Dissertation, Sheffield University; 'Level Crossings on Rural Railways: Can the railway industry continue to subsidise rural settlements'.

1999: Lecture to Sheffield University and Permanent Way Institution: 'Change in the Permanent Way Industry'.

2000/01: Lecture to Institution of Railway Signal Engineers, London, Glasgow & York sections; 'Level Crossings on Rural Railways: Can the railway industry continue to subsidise rural settlements'.

Life Member of the Technical Society (LUL).

2003: Developed and running internal training course on Level Crossings for HMRI (ongoing). Two lectures to the Institution of Electrical Engineers at the Railway Law Seminar on Level Crossing Legislation.

2006: Presented a paper on level crossings and low cost signalling systems at the Institution of Railway Signals Engineers Heritage Railway Signal Engineering Conference

2007: Presented a paper on level crossings to the Heritage Railway Association Signalling Seminar

I am currently researching and writing a publication on London Underground's use of the "V" style interlocking machine. The paper will cover historical, design, construction and operational aspects. (*"The "V" style Interlocking Machine and it's use by London Underground*" - ISBN 0 9520421 0 X - Future private publication)

John Tilly - Curriculum Vitae - Private (Voluntary) Experience & Interests

Member of The Transport Ticket Society 1979-99; The South Tynedale Railway Preservation Society; Member, The Signalling Record Society.

1979 - 1983: Overseas rail ticket acquisition officer, The Transport Ticket Society. Acquisition of tickets for Society members from railways around the world.

1981 - 1985: Membership Secretary, The Transport Ticket Society. Administration of all Society membership records. Recruitment of new members. Achieved highest ever membership levels. Designed and incorporated computerised address labelling system.

1986 - 1990: General Secretary, The Transport Ticket Society. Arranging all Executive Committee functions. Acting as Society's focal point.

1988 - 1989: Distribution Secretary, The Transport Ticket Society. Administration of Society ticket sales. Considerable administrative experience in all the above executive officer positions.

1987: Jointly organised Locomotive naming ceremony undertaken by Lord Carlisle to commemorate 150 years of railway tickets.

World authority on railway tickets and associated subjects, I carry out detailed research and give regular lectures on the subject.

1988 - 1989: Officer, The Association of Railway Preservation Societies. Organiser (1988/89) of national Publications Competition. (Member - 1986 -1996).

1995: Volunteer Guide, "Hazard Alley" Milton Keynes Safety Centre. The Safety Centre is aimed at primary age children and the guides escort small groups of children through a series of scenarios depicting the home, play areas, public areas such as roads, pavements, railway, farmyard and filling stations and etc. explaining the dangers and getting them (the children) to react to possible life threatening situations e.g.. house fire, making "999" call etc.

My other interests include Home computing, Photography, My own website – <http://www.tillyweb.biz> Off-road cycling, most forms of music - particularly Baroque classical music such as that by Vivaldi, Bach, Handel, Corelli and Traditional/ethnic music from the South American Andes.

End