

José Galvez

Technical Director

Profile

José is an experienced task manager and lead track designer with over 19 years' experience in the rail industry. His expertise lies in the design, development, approval and compliance of standards required, for the permanent way remodelling of projects.

He is an experienced user of MX Rail, Bentley Power Rail Track and MicroStation, encompassing GRIP phases from 1 through to 6.

In the last five years, José has worked within three integrated alliances in projects from feasibility studies to detailed S&C installations.

José recently worked on secondment to Network Rail as Project Engineer (Track) within the Transpennine Route Upgrade (TRU).

This involved dealing with the assurance function on the Single Programme Option (SPO) and Single Option Selection (GRIP 3) development processes for the East of Leeds section.

José is vastly experienced and has acted as CRE and Principal Designer within the LNE S&C renewals contract.

He believes in proactive cross-discipline communications and has a thorough understanding of all relevant track standards and regulations within the UK rail sector.

José is a focussed, driven engineer who is keen on timely delivery, safety and client satisfaction.

He also has experience of working closely with S&C manufacturers and coordinating any implications with other disciplines, during interdisciplinary checks.

Experience

Bonner Rail Ltd: Technical Director (March 2018 – present)

Jacobs UK: Principal Permanent Way Engineer (1999-2018)

Selected Projects

Doncaster to Immingham W12 gauge enhancement

After joining Bonner Rail. José helped to deliver the GRIP 5 and AFC elements of the work on the D2i project. José acted as the CRE (Track) on the larger sites such as Barnetby and worked closely with AMCO and BCS on its delivery.

Transpennine Route Upgrade [TRU]

Seconded as Project Engineer (Track), working as a key part of the Network Rail team harnessing the assurance function within the GRIP 2 and GRIP 3 phases of the project.

Ensuring track standards and compliance with the project requirements. Working with designers, contractors and other project engineers to implement, verify and validate assurance tasks and procedures within the track discipline.

East Coast Main Line ECTMS

Track CRE responsible for the technical delivery of the track aspect and the task management of various multi-disciplinary enhancement schemes. Included optioneering, single option selection and approval in principle (GRIP 2-4) of a variety of schemes ranging from new passing loops north of York to a new grade separated junction at Werrington.

This involved proposing a solution to a problem by using Track Ex to model rail wear rate and RCF propagation. Findings were presented in a matrix of scenarios to the RAM, who determined the best solution to implement for the dive under curve at Werrington Jn.

LNE S&C Renewals Programme, CRE and lead designer for track, responsible for the design and development of the permanent way deliverables of the allocated schemes (ten or more each year, 40-point ends or more per year) to be developed from approval in principle to AFC.

Amongst many, these included complex or multi-staged layouts like Sheet Stores Junction, Kentish Town, Hitchin Cambridge, Leagrave and Colton Junction. Responsibilities also involved regular reporting to the client and project manager on progress for all the schemes and monitoring of allocated hours and spending against

Position

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Nationality

British

Language

English and Spanish

Qualifications

MEng Civil Engineering

MSc Construction Management (with distinction)

Member of the Permanent Way Institution

Key skills

Design Management

Project Management

Survey

Feasibility

Outline Design

Detailed Design

budget. Planning and allocation of resources based in the UK and India in order to deliver to the client at agreed deadlines. Regular attendance at progress and constructability meetings with the client and the installation contractor. Responsible for the design, checking and approval of the schemes before issuing including liaison with the S&C manufacturers and production of Form C documentation.

North London Line Capacity Enhancements (NLRIP)

Completed various studies to define practical and deliverable solutions for infrastructure enhancement works necessary to enable a greater frequency of passenger trains to operate on the North London Line ("NLL"). Design of permanent way alignments and complex S&C layouts. Development of Form A for Package 3 'Four Tracking', from Camden to Dalston. Development of GRIP 3 for various packages, Channelsea Loop, Willesden High level junction, Latchmere Curve redoubling and Willesden Low level. Remodelling of projects using MX Rail and MicroStation, carried out either on CEN56 vertical or NR60 inclined S&C. Liaison between various disciplines across different Jacobs offices, attendance of regular meetings with Network Rail and TfL.

East Midlands Re-signalling Project

Main designer of a project requiring various layout changes and additional S&C, aligned with the introduction of a new signalling system for the better segregation of traffic within the East Midlands region. Included development of permanent way and S&C remodelling from GRIP 2 to GRIP 4 on the key stages of the project (Nuneaton to Glen Parva, North Erewash, South Erewash and Tapton). Main sites included Trowell junction, Trent East junction, Toton Yard, Ironville junction and Clay Cross Junction. Co-ordination with survey teams on site works and processing of survey information. Procurement of method statements and arranging for protection staff required throughout the site works.

BRB (Residuary) Ltd 00/01 Major Works

Design of repairs and maintenance works of disused structure assets from BRB (Residuary) Ltd, including initial assessments, designs and technical approval procedure. Production of estimates and tender documents. Assessments of tenders and recommendations to the client. Site supervision of works. Certification of payments to Contractors.

London Underground Ltd

Seconded for a period of one year to London Underground Ltd (District Line), involved in the maintenance contract of the 'Wimbledon Branch' and data management of its track recording train. Also, producer of a report and business case to demonstrate the viability of retaining older rolling stock units for use as engineering trains.

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