



Railway Maintenance and Refurbishment - Industry Developments

16 November 2004

One Birdcage Walk, London

Programme and Registration Brochure

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RAILWAY MAINTENANCE and REFURBISHMENT - Industry Developments

Maintenance and Refurbishment are vital activities in the life cycle operation of trains and their systems, impacting on safety, performance and cost. In the current railway business the change in the structure of the industry and the developments in technology and systems have all influenced how maintenance and refurbishment is specified, planned, executed and delivered.

The challenge, within this changing industry framework, is to apply the engineering and commercial principles that drive maintenance and refurbishment decisions so as to produce new and innovative people and technology driven solutions that deliver benefits for train users, operators and owners.

This seminar will cover current developments, initiatives and practices in railway trains and systems maintenance and refurbishment, with particular focus on traction and rolling stock.

Specific themes covered by the seminar include:

- Maintenance and the human interface
- Cost effective refurbishment initiatives
- Developments in parts supply and maintenance management systems
- Maintenance strategy and new trains

ORGANISING COMMITTEE

Jason Groombridge, *Head of Engineering, Wessex Trains*

Zena Esplin, *Engineering Services Manager, HSBC Rail*

Andy Barr, *Rolling Stock Technical Manager, Strategic Rail Authority*

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PROGRAMME

16 November 2004

09.30 Registration and coffee

SESSION ONE: MAINTENANCE - THE HUMAN INTERFACE

10.00 Opening Address

*Ron Temple, UK Rail Fleet Director,
National Express Group*

10.20 What Maintenance Should be Like and Why it isn't

Irene Doosje, Engineering Director, Merseyrail
Train Maintenance in the UK is heavily influenced by historic arrangements. Merseyrail has a different philosophy and is working towards implementing this. But what is hindering and what is helping us?

10.40 Using Safety Culture Development to Leverage Maintenance Efficiently

Ian Hutchings, Consultant, DuPont Safety Resources

With increased internal and external customer expectations, the management of engineering maintenance, both planned and reactive, creates an intense environment where an imbalance between the drivers for commercial success can often be at the detriment of a proactive safety culture. In pursuing a culture of business excellence, the techniques and tools for developing an intuitive safety culture can be used effectively to improve business performance holistically. This paper identifies the ways in which DuPont have integrated safety with operational management; and how the focus on human behaviour and leadership reduces the likelihood of errors that lead to equipment failure and business loss.

11.00 Question and Answer Session

11.20 Coffee

SESSION TWO: REFURBISHMENT - CURRENT INITIATIVES

11.50 Successful Refurbishment Projects - Developing Core Competence and Best Practice

*Steve McConnon, Head of Project Delivery,
Angel Trains Ltd*

The ability to manage and successfully deliver major refurbishment projects is key to meeting the needs of the modern rolling stock market and passenger expectations. Through the development of robust project management tools and focused supplier development, Angel Trains have created refurbishment project management as a core competence. This presentation will give an overview of the competence development, and deliver a case study where these can be demonstrated.

12.10 'D' Stock Refurbishment

*Mike James, Line Upgrade Engineer -
Sub-surface Lines*

The paper will discuss the refurbishment project currently being carried out on 'D' stock. The paper will explore how the remaining life of the vehicles has influenced the scope of work, and how the PPP arrangements have supported the formulation of the project and the refurbishment specification.

12.30 Class 150's - Business Benefits from Small Scale Refurbishments

*Jeremy Whitaker, Commercial Director,
Wessex Trains*

Wessex Trains have delivered a cost effective, but comprehensive refurbishment to its Class 150 fleet that has improved customer perceptions of the interior and provided an innovative exterior livery with its tourism partners in the region. The paper will examine some of the issues surrounding the business case and costs associated with achieving this type of refurbishment in the current market place.

12.50 Question and Answer Session

13.20 Lunch

SESSION THREE: MAINTENANCE DEVELOPMENTS - MATERIALS, SYSTEMS AND SPECIFICATIONS

14.20 Managing T&RS Materials; Problem or Opportunity?

Dave Astill, Engineering Director, Railpart (UK) Ltd

This paper will consider strategies for improving total material performance. Starting with the customer requirement, preparing the specification, whole life costs, supplier relationships and the improvement of products and processes. Finally, options for delivering materials to train side will be discussed.

14.40 Maximising the Benefit from Condition Monitoring and other Data Sources through Designing Decision Support Systems for the Maintenance Engineer

Adrian Jones, Maintenance Engineer, AEA Technology Rail

The UK railway has a profusion of rich data sources that should provide rolling stock Maintenance Engineers with the means to achieve real benefits in performance, punctuality and cost savings. The provision of intelligent monitoring systems on new trains, systems that automatically report on asset condition and electronic maintenance management systems all provide opportunities to deliver benefits. This paper describes how AEA Technology Rail is working with its industry partners to achieve decision support solutions specifically designed for Maintenance Engineers. A product has been developed in the UK for the management of key components. This paper will describe the solution, the benefits and issues and the potential for future applications.

15.00 Maintenance and New Trains - Developing the DESIRO Maintenance Strategy

Neil Heaton, General Manager Maintenance and After-sales, Siemens Transportation Systems

Siemens are delivering a number of Desiro train fleets into the UK rail network, and have developed and implemented maintenance systems to support these new vehicles.

The paper will cover the development of the initial maintenance concept of the pit stop approach for the Desiro fleet, the set up of the maintenance operation and how Siemens have evolved the strategy over the first year of service.

15.20 Question and Answer Session

15.40 Closing Address

Rebeka Sellick, Engineering Director, ATOC

15.50 Seminar Close

The programme is subject to amendment

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Railway Maintenance and Refurbishment - Industry Developments 16 November 2004, One Birdcage Walk, IMechE, London

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REGISTRATION FEES (Includes attendance to the sessions, lunch, refreshments and a copy of the seminar proceedings).

	FEE	VAT	TOTAL	PAYABLE
IMechE Members and Members of Co-sponsoring Organisations	£180.00	£31.50	£211.50	
Non Members	£220.00	£38.50	£258.50	
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