



# American Passenger Rolling Stock 2016 Predictive Maintenance And Asset Management

Reducing Cost & Improving Reliability

March 16-17, 2016 | Washington, D.C

Key Case Studies From North American And European Passenger Rail Corporations

Minimize Cost, Improve Reliability And Reduce Downtime

Develop A Predictive Maintenance Program, Achieve  
A State Of Good Repair And Determine The Lifecycle Of  
Rail Cars And Parts

- State of Good Repair
- Maintenance Practices
- Workshop Efficiency
- Long-Term Asset Management
- Maintenance Manpower
- Procurement Optimization
- Life Cycle Analysis
- Data Analytics

## The Only Rail Corporation-led Event Focused On Maintenance Optimization

- **Keep Maintenance Costs To Minimum:** Apply Predictive Maintenance And Data Analytics To All Essential Railcar Parts, Including Propulsion Engines, Air Breaks And Wheels
- **Achieve Maximum Availability:** Fully Optimize Maintenance Planning And Scheduling By Implementing Predictive Maintenance And Data Analytics, Including Rebuild Shops Design And Procurement
- **Enhance State Of Good Repair:** Learn How CBM And Other Innovative Maintenance Strategies Are Helping Amtrak And Metropolitan Transport Authorities Comply With Federal Asset Management Standards
- **Decrease Procurement Times:** Understand The Best Methods To Reduce Supplier Lead-Time And Minimize The Time Railcars Are In Shop To Maximize Fleet Uptime
- **Streamline Data Analysis:** Understand How Other Rail Authorities Are Making The Best Use Of Their Maintenance Data To Quickly And Successfully Diagnose Rolling Stock

Organized By:

**American Business Conferences**

Preview Of 20+ Leading Industry Speakers Including:



Glenn Winters  
*Fleet Director*  
**AMTRAK**



Frank DePaola  
*General Manager*  
**Massachusetts Bay Transit Authority**



Nick Madanat  
*Director, Rail Vehicle Engineering And Warranty*  
**Los Angeles Metropolitan Transit Authority**



Ron Baird  
*Chief, Rail Fleet Maintenance*  
**Go Transit**



Jim Sutton  
*Manager of Asset Management*  
**Regional Transportation District Denver**



Dave Hardt  
*Assistant Chief Mechanical Officer*  
**Bay Authority Rapid Transit**



Clive Cashina  
*Senior Rolling Stock Manager*  
**London Underground**



## Maintenance is evolving

Changing maintenance practices such as **the move away from traditional time based maintenance towards more economical condition based practices** are increasingly becoming the more favoured way of doing maintenance. At a time when finances are being scrutinized, the case for finding and developing ways to reduce maintenance costs and maximize uptime of fleet is becoming a priority for rail properties.

**American Passenger Rolling Stock 2016: Predictive Maintenance And Asset Management** conference aims to break down the major challenges of adapting to the latest maintenance practice trends. The event will showcase case studies on predictive maintenance from leading North American and European rail properties. It will break down in the detail **the roadmap for transitioning to predictive maintenance while also focusing on integral rail vehicle part practices** and the uses of data analytics in maintenance operations. In addition, the conference will explore the best means to streamline operations with a focused discussion on **procurement optimization, recruitment and training enhancement**.

## This Is What Our Attendees Think Of The European Rolling Stock Series

### Alstom Transport

*"An excellent congress, and one which is very relevant to my position and company's development."*

### MTR

*"Well organised conference with comprehensive content for you to take away for your business"*

### Siemens PLC

*"A thought provoking conference that allowed a number of areas to be considered and new ideas to take away"*

### Metrô Rio

*"High level conference with speakers and chairs showing the innovation and future of rolling stock"*

## REASONS TO ATTEND

### Focused On Maintenance

The only event that breaks down the key components of maintenance practices that are invaluable for any rail property seeking to optimize its fleet maintenance programs.

### International Perspectives

The only place to get a knowledge of European case studies and experiences to effectively integrate and implement condition based and preventative maintenance processes.

### Detailed And Thorough CBM Coverage

This year's event also covers in-detail the condition based maintenance by breaking down specific challenges of key components of railcars including propulsion systems, wheelsets, air brakes and door operating systems.

### Using Data Easily And Effectively

In addition to breaking down and analyzing the case studies, with their merits and fallbacks, of time based and mileage based maintenance, this is the first conference that has an in-depth breakdown of data analytics which cover need-to-know procedures such as data collection and data readability to help predict failure patterns for optimal preventative maintenance.

### Actionable Insight And Information

Every session contains information that can be directly used to improve maintenance practices and cut maintenance costs ensuring that attendees leave with data that is practical and relatable to maintenance operations.

### Led Purely By Rail Properties And Agencies

Led by leading American and European rail agencies to give the latest developments and insights into optimizing fleet maintenance for passenger rail.

## VENUE INFORMATION

The American Passenger Rolling Stock 2016: Predictive Maintenance And Asset Management Conference will take place at:

**Tysons Corner Marriott**

**8028 Leesburg Pike Tysons Corner**

**Virginia 22182**

**USA**



**8.30 Chair's Opening Remarks**

**Chaired By:** **Vernon Hartsock**, *Chief Engineer, Maryland Transit Authority*

**KEYNOTE: LONG-TERM STRATEGIC PLANNING**

**8.40 Strategic Planning For Predictive Maintenance & Incorporating Asset Management Into Rail Car Maintenance Practices: Successfully Implementing Change In A Highly Cultured Maintenance Environment**

- Saving money and eliminating cost: Overall business strategies on planning for the future needs of rolling stock maintenance and moving towards condition based monitoring
- Making the transition to condition based maintenance
- Assessing the cost vs. performance of specific predictive tools, data analytics technologies and innovative maintenance practices

**9.10 Questions & Answers Session**

**Frank DePaola**, *General Manager, Boston Massachusetts Transit Authority*

**MAINTENANCE PLANNING**

**9.20 A Full Lifecycle Case Study On Rail Asset Management: Fully Optimizing Maintenance Planning And Scheduling To Ensure Minimum Downtime And Maximum Availability**

- Detailing various approaches and practices for the application of Asset Management to streamline maintenance operations
- Detailing key practices within State of Good Repair to enhance implementation of FTA-mandated asset management
- Outlining best monitoring procedures to supply solid guidance on vehicle and component parts
- Making the best use of MAP-21: Instituting efficient asset management and State of Good Repair methods for long-term fleet maintenance
- Converting Federal policy into practical guidance for cost-effective implementation of asset management

**Vernon Hartsock**, *Chief Engineer, Maryland Transit Authority*

**9.50 Question & Answer Session****TRANSITIONING TO PREDICTIVE MAINTENANCE**

**10.00 Comparing CBM With Time Based Maintenance And Mileage Based Maintenance From A Cost Vs. Benefit Standpoint**

- Hearing how a Transport Authority has transitioned from time based maintenance to CBM to determine key lessons on CBM implementation
- Showcasing advanced condition based maintenance practices to proactively react quicker to failing rail components
- Breaking down mileage and rail parts data to help build robust preventative maintenance programs for maximum labor productivity
- Weighing the cost vs. benefits of time based maintenance against those of mileage based maintenance to streamline a selection criteria for these maintenance methodologies

**Sachit Kakkar**, *Deputy Vehicle Program Services, Washington Metropolitan Area Transit Authority*

**10.30 Question & Answer Session****10.40 Morning Refreshments In Exhibition Showcase Area****LIFECYCLE ANALYSIS**

Assessing How A Transport Authority Is Performing Lifecycle Analysis And Survival Analysis Methods To Determine The Life Expectancy Of Rail Car Parts

**11.10 Evaluating Lifecycle Analysis Practices To Determine Survivability Of Components To Assist Extending Rolling Stock Life Expectancy**

- Deciphering methods to analyze motor and big wear items durability
- What works better? Evaluating proactive lifecycle programs vs. "running to failure" lifecycle programs to enhance maintenance planning

- Exploring the major type of elements of rolling stock that contribute to lifecycle expiration to mitigate maintainability and part availability issues
- Overhaul practices: Highlighting overall necessity performance criteria for sub-systems levels for targeted-maintenance approaches to minimize downtime

**Dave Hardt**, *Assistant Chief Mechanical Officer, Bay Authority Rapid Transit*

**11.40 Question & Answer Session**

Maintenance Optimization For Specific Rail Car Parts Using Predictive Maintenance To Decrease Maintenance Costs For Specific Rail Car Parts Such As Engines, Air Brakes, Wheelsets And Door Operating Systems

**PROPULSION**

**11.50 Maximizing Propulsion Data Volumes And Readability To Ensure Rail Car Engines Are Repaired At Lower Costs, Helping Transport Authorities Minimizing Downtime**

- Hearing how a Transport Authority has developed a CBM maintenance strategy for propulsion engines to understand how much money was saved on maintenance plans
- Implementing CBM for propulsion systems to anticipate failures and optimize maintenance scheduling and parts procurement
- How CBM is allowing Transport Authorities to diagnose failure roots in-house cutting costs on vendor repair services and minimizing operational downtimes

**Edward McAuley**, *RTS Manager, Los Angeles Metropolitan Transit Authority*

**12.20 Question & Answer Session****12.30 Lunch In The Exhibition Showcase Area****AIR BRAKES**

**1.30 Assessing Innovative Maintenance Methods For Repairing Air Brakes To Significantly Reduce Costs And Maximize Parts Durability**

- Deciphering the rate of wear of air brakes to identify issues before components become more severely damaged
- Optimizing software applications for diagnosing air brake condition and troubleshooting to minimize unnecessary downtime
- Minimizing the frequency of repair: Using air brake troubleshooting and condition based maintenance to keep railcars on the track for longer
- Applying condition based maintenance to account for variance in wear drum brakes vs. disk brakes to maximize the quality of these parts

**Christopher Madden**, *Director of High Speed Maintenance, Amtrak*

**2.00 Question & Answer Session****WHEELSETS**

**2.10 Using Track Data And Wheelset Maintenance Optimization To Mitigate Rail Car Derailment And Minimize Costs**

- Using condition based maintenance to diagnose areas of failure in wheelsets to avoid unnecessary labor and maximize time-effectiveness
- Determining whether CBM is the most cost-effective solution to repair wheel damage across the lifecycle of a rail vehicle
- Using CBM methods to quickly diagnose and troubleshoot wheelsets to minimize inspection times
- Using laser-vision measuring systems to collect CBM data and spot areas prone to failure quickly
- Determining whether the extra investment in better-quality wheels and tyres makes economic sense across the life span of a rail vehicle: Do more expensive wheelsets require less maintenance?

**Sachit Kakkar**, *Deputy Vehicle Program Services, Washington Metropolitan Area Transit Authority*

**Dave Hardt**, *Assistant Chief Mechanical Officer, Bay Authority Rapid Transit*

**2.40 Question & Answer Session****DOOR OPERATING SYSTEMS**

**2.50 Determining Whether Real-Time Monitoring Is The Most Cost-effective Maintenance Solution For Door Operating Systems Across The Lifecycle Of A Rail Car: A Transport Authority Case Study**

- Identifying failures of door systems using CBM to find defective points to speed maintenance repair
- Outlining CBM methods for door operating systems to prevent failures in day-to-day operations and maximize customer satisfaction
- Analyzing the reliability of components of door operating systems to identify failure nodes quickly to help utilize manpower effectively and significantly reduce operational downtime

**Ron Baird**, *Chief Rail Vehicle Maintenance, Go Transit Ontario*

**3.20 Question & Answer Session****3.30 Afternoon Refreshments In Exhibition Showcase Area****ROOT CAUSE ANALYSIS**

**4.00 Proactive Vs. Reactive Maintenance: A Case Study From Amtrak On Weighing The Cost Vs. Benefits Of Predictive Maintenance Against Root Cause Analysis To Establish A Criteria For Selecting Each Method**

- Making sense of scenarios where reactive maintenance practices are more cost-effective than proactive maintenance inform decision-making
- Applying root cause analysis to vibration analysis, traction-motors and bearings to minimize points of failure
- Drawing upon recommended RCA practices for easy checking of information to identify defective factors in maintenance operations

**Nick Madanat**, *Director Rail Vehicle Engineer, Los Angeles Metropolitan Transportation Authority*

**4.30 Question & Answer Session****TAGGING-AND-TRACKING**

**4.40 Evaluating Tagging-And-Tracking Systems To Gauge Its Effectiveness In Identifying Failure Patterns Within Rail Car Parts**

- Implementing real-time tracking and life-guard to identify rail component failures more accurately
- Analyzing maintenance tracking software to identify the best means to collect data for quick understanding of part trends
- Identifying which rail more suitable for tagging-and-tracking to maximize maintenance effectiveness and minimize costs
- Optimal trending-data processes: Learning the best practices to mitigate time constraints to find trend lines for preventative maintenance

**5.10 Question & Answer Session****WINTER CONDITIONS**

**5.20 Optimizing Fleet Maintenance For Winter Conditions To Minimize Failures Derived From Snow And Harsh Weather Conditions**

- Counteracting snow compromising motors of railcar vehicles to decrease the frequency of traction motor failures and extend running times in winter
- Highlighting effective snow-fighting equipment and technologies to prevent winter-related maintenance issues
- Mitigating wear and tear of parts experienced by extreme climate conditions to extend the lifecycle of components to cut maintenance and procurement costs
- Rectifying wheel slip: Addressing the factors causing wheel slip in fall to minimize costs on day-to-day maintenance operations
- Optimizing schedules specifically during harsh weather to maximize fleet availability without putting assets at unnecessary risk of failure

**5.50 Question & Answer Session****6.00 Chair's Closing Remarks**

**6.10 - 7.10 Networking Drinks Reception In Exhibition Showcase Area**

### 8.30 Chair's Opening Remarks

**Chaired by:** **Vernon Hartsock, Chief Engineer, Maryland Transit Authority**

#### KEYNOTE: PRACTICAL CASE STUDY PANEL

### 8.40 Quantifying ROI On Investing In Training & Recruiting The Next Generation Of Multi-Disciplinary Rail Maintenance Engineer

- Staying sharp: Developing ongoing training and re-training programs for personnel to maximize worker effectiveness and consistency
- Advancing training initiatives to minimize human error and enhance reliability of the maintenance work force
- Progressing training frameworks to strengthen employee performance consistently by exploring classification-based systems
- Addressing recruitment procedures to boost worker in-take to minimize the gap between retiring and current personnel
- Exploring ways to minimize training time of new of personnel to retain optimum manpower distribution during training periods

**Moderated By:** **Vernon Hartsock, Chief Engineer, Maryland Transit Authority**

**Panelist:** **Frank "Chip" Knowlton, Programme Manager Asset Management Enterprise, New York City Transit**

#### KEYNOTE: AGING FLEETS - TRANSFERABLE LESSONS FROM EUROPE

### 9.20 Hearing How A Leading European Railway Corporation Is Maximizing CBM's Return On Investment On Aging Fleets By Strategically Placing Sensors

- Determining at which age it no longer makes sense to invest in a CBM plan and what are the factors impacting this
- Extending the lifecycle: Exploring how predictive maintenance can extend the lifecycle of aging fleets to reduce overhaul costs
- Correlating vehicle specifications with part variances to understand the part wear of various instruments
- Presenting optimal programs to acquire time and mileage data for accurate and effective predictive maintenance for aging fleets
- Predictive planning: Using effective predictive maintenance analytical programs to reduce costs and increase maintenance efficiency
- Prioritizing parts and components for sensor investment to maximize the return of CBM on aging fleets

**Clive Cashin, Senior Rolling Stock Manager, Transport for London**

### 9.50 Question & Answer Session

#### 10.00 Morning Refreshments In Exhibition Showcase Area

#### STATE OF GOOD REPAIR

### 10.30 Analyzing A Transport Authority's Lessons On Coping With The New FTA Standards To Identify Opportunities For Maintenance Cost Savings

- Developing a framework for FTA processes and procedures to outline optimal methods of incorporating State of Good Repair for rail assets
- Getting back on track: Using recovery schedules and plans to get inventory moving again within normal maintenance schedules
- Projecting the needs of long-term fleet supervision to highlight the most favorable channels for budget management
- Using State of Good Repair to construct long-term maintenance schedules that will allow adapting rail vehicles to new technology

**Jim Sutton, Manager of Asset Management, Regional Transportation District Denver**

### 11.00 Question & Answer Session

#### Supply Chain Optimization

Discussing Strategies To Improve Supplier Contracts, Decrease Supplier Lead-Time, Improve Vendor Quality Control And Reduce Costs In Rail Parts Procurement

#### TRANSPORT AGENCIES COLLABORATION PANEL

### 11.10 Partnering With Other Transport Agencies On Buying Replacement Parts For Rail Cars To And Addressing Supplier Lead-Time And Quality Control To Reduce Equipment Maintenance Costs: Collaboration Strategies

- Outlining cooperation strategies between agencies and suppliers to combine parts orders to achieve significant reductions in procurement costs
- Quantifying how much can be saved in costs and time through Transport Agency partnerships on supplier contracts
- Sharing best practices for improving relationships with suppliers to reduce overall procurement costs and maximize supply chain efficiency
- Identifying the barriers to effective collaboration between Transport Agencies on procurement contracts
- Exploring ways to reduce supplier lead-time to decrease repair time for fleets to maintain consistency of revenue and services
- Capitalizing on predictive maintenance to mitigate vendor times to minimize penalties and scrutiny from authorities
- Formulating means of alternative sourcing and qualifying alternative sources to minimize lost time in potential setbacks during the maintenance cycle
- Tackling the problems associated with supplier quality control by exploring in-house quality control methods to speed up troubleshooting procedures

**Moderated By:** **Vernon Hartsock, Chief Engineer, Maryland Transit Authority**

#### Positive Train Control

How Is The Federally Mandated Positive Train Control Technology Helping Amtrak And Metropolitan Transport Authorities Maximize Security Whilst Minimizing Costs And How Is This Technology Being Strategically Implemented Across Fleets

#### POSITIVE TRAIN CONTROL

### 11.50 Implementing Positive Train Control Systems In Passenger Rail To Maximize Safety, Reduce Costs And Comply With The Congress Mandate: Early Conclusions From A Light Rail Railway Corporation

- Ensuring best practices for communications and data sharing between railway corporations and PTC vendors to smoothen PTC installation
- Early conclusions on PTC's impact on safety: How are PTC systems contributing to better safety standards within rail transportation?
- Cost-saving methods: Breaking down the components of PTC to identify cost-saving opportunities within the installation of PTC systems
- Highlighting configuration methods for locomotives to decrease implementation time and cost for PTC for transit authorities
- Examining best practices and equipment for computer-based maintenance of PTC to maximize train uptime and minimize penalties and failures

**Glenn Winters, Fleet Director, Amtrak.**

### 12.20 Question & Answer Session

#### 12.30 Lunch In The Exhibition Showcase Area

#### Optimizing Data Collection, Data Readability And Data Analytics

Maximizing The Accuracy, Effectiveness And Cost-Efficiency Of Predictive Maintenance By Ensuring Optimum Data Collection, Data Readability And Data Analytics

#### DATA COLLECTION AND READABILITY

### 1.30 Optimizing Data Collection And Readability For CBM To Increase The Volume Of Extracted Data And Maximize Failure Pattern Identification Accuracy

- Assessing methods to retrieve eye-opening data to forecast component and vehicle reliability issues more accurately
- Highlighting key equipment parts for crucial data collection that report integral data to prioritize the placement of sensors
- Exploring methods of increasing data-collecting equipment reliability to minimize data losses
- Detailing how data quality varies for each component, such as wheels and brakes, to ensure sensors are leveraged to their full potential
- Breaking down the capital investment of setting up a sensor-based CBM plan to understand how to minimize expenditure
- Determining metrics: Contrasting what data is important for fast and effective data-reading for troubleshooting
- Incorporating data readability methods into actual schedules and procedures to minimize data and time losses
- Optimizing data reporting systems for increased reliability to retrieve key data for trend-data analysis for predictive maintenance
- Detailing innovative methods for reading data to minimize over-maintenance of fleet while maximizing railcar availability for smoothened operations

### 2.00 Question & Answer Session

#### DATA ANALYTICS

### 2.10 Optimizing Data Analytics For Predictive Maintenance To Automate Data Interpretations And Make Informed Decisions On Railcar Maintenance Quicker, Achieving Better Reliability And Lower Costs

- Optimizing data analytics to determine survival times for each component to increase preventative maintenance accuracy
- Dealing with small sample sizes: Reviewing the Weibull distribution method as an indicator of component failure to enhance accuracy
- Looking at analysis techniques used to provide failure predictions and development of more advanced predictive analytics
- What is the next step? Determining and retrieving data in a more timely-manner to decipher the story data is telling the maintenance engineer
- Pushing forward preemptive actions through the use of data analytics to detect particular conditions in parts for quick and efficient maintenance
- Outlining key decision-making processes derive from data analysis to determine how to optimise maintenance scheduling accordingly

**Richard Tripoli, Director of Equipment Maintenance, Southern California Regional Rail Authority**

### 2.40 Question & Answer Session

#### 2.50 Afternoon Refreshments In Exhibition Showcase Area

#### Fleet Maintenance Facilities

Optimization Assessing How Data Analytics And Software Technologies Are Being Used To Improve The Design And Construction Of Rebuild Shops

#### REBUILD SHOPS: COST OPTIMIZATION

### 3.20 Hearing How Metro Copenhagen Is Optimizing The Design And Construction Of Rebuild Shops By Implementing Data Analytics To Achieve Full Capital Efficiency Within Maintenance Budgets

- How real-time diagnostics and predictive maintenance can ensure rebuild shops are better prepared for all emergencies, fully optimizing maintenance planning
- Providing specific cases in which data analytics have enabled better rebuild shops management
- Optimizing maintenance planning by analyzing railcar data to maximize maintenance staff productivity at the rebuild shop
- Using more accurate railcar data to improve communication between engineers and maintenance personnel at the rebuild shop
- Reviewing most common railcar failures by analyzing fleet data to redesign rebuild shops accordingly
- Integrating asset management systems with streamlined facilities to reduce maintenance costs and time

**Max Vibæk, Manager of Rolling Stock Discipline, Metro Copenhagen**

### 3.50 Question & Answer Session

#### Making The Most Of Maintenance Staff

Evaluating How Predictive Maintenance Is Helping Railway Corporations Achieve Optimum Manpower And Rebuild Shop Distribution Across Teams

#### MAINTENANCE MANPOWER

### 4.00 How A Railway Corporation Is Using Predictive Maintenance To Redistribute Its Maintenance Staff Across Rebuild Shops And Maintenance Locations To Ensure Maximum Efficiency And Availability

- How to concentrate manpower on fixing root-cause issues for the purposes of maximizing personnel effectiveness and reducing maintenance time
- Addressing human factor errors in maintenance practices through exploring automation procedures to reduce manpower costs
- Manpower and vehicle availability: Striking a balance through the use of analytics to optimize manpower effectively in maintenance operations
- Showcasing training and recruitment methodologies for technology to mitigate and maintain staff to vehicles ratio for optimal maintenance performance

**Donald Bonds, General Manager Vehicle Maintenance, Chicago Transit Authority**

### 4.30 Questions & Answers Session

#### 4.40 Chair's Closing Remarks And End Of Conference



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### Delegate 2

Mr  Dr  Miss  Ms  Mrs  Other:

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