



ALAN BARHAM MAINTENANCE TEAM AWARD

JUDGES

Geoff Clark, Country Rail Infrastructure Authority
Allan Churchill, RailCorp
Robert Bruce, RailCorp

Alan Barham commenced service as a graduate engineer with the NSW Government Railways in the Structures Design section of Transport House about 1969.

He spent time at Cowra as a District Engineer before becoming Division Engineer Tamworth, a position he held for several years.

When FreightRail was created in 1989 Alan became the Infrastructure Engineering Manager and continued in that position until June 1996 when he joined the newly created Rail Access Corporation as Senior Asset Manager for the Hunter, North Coast and North West areas.

Alan died in early 1997 from Cancer.

Alan was an advocate of the importance of the local Housekeeping/Routine maintenance from fettling gangs to safety, reliability and the condition of the Railway. It was for this reason that the PWI named the Maintenance Team Award (or Best Kept Length as it was formerly known) in his honour.

The Award was established to promote pride in maintenance of the track and associated structures. While Alan was a Committee Member of the PWI he promoted this Award throughout the State and was also involved in the judging.

A typical Routine Maintenance team undertakes surveillance inspections, servicing, minor corrective maintenance and emergency response, for track, bridges, right of way assets and possibly signal assets. The team needs to be operating in NSW.

Judging Criteria

The period under consideration is based on the financial year preceding the annual convention. Applicants will be assessed against People, Organisation & Leadership and Achievement criteria. The judges will evaluate outcomes and conditions which are within the Maintenance Team's control as far as possible. It is recognised that track configuration, investment programs, operating parameters, and to a large extent general infrastructure conditions are outside the Maintenance Team's control.

The Judges seek to identify the best use of management and technical expertise, and the most effective use of resources, in maintaining the track to meet operational requirements.

Applicants should describe the reasons why the nominated team deserves to be recognised for excellence in Routine Maintenance, and provide supporting documentation where possible. How has the maintenance workforce made a difference? How have they contributed to extraordinary outcomes? What innovations have they introduced?

The following performance areas are examples from which applicants may select those they wish to claim superior outcomes. Applications will be assessed from nomination documentation, site visits to short listed nominated teams, reference checks and other relevant sources of information.

a) Operational Performance

- System safety audit results
- Track failure incidents
- Track failure performance
- Track geometry exceedent removal performance
- Speed restriction performance
- Emergency response performance
- Right of Way security

b) Asset Management

- Routine Maintenance cost
- Work programs
- Record systems
- Technical Maintenance plan compliance
- Routine Maintenance quality
- Materials and spares inventory
- Disposal of scrap

c) Initiative

- H & S local innovations
- Local process improvements
- Local productivity improvements