

**ALL RUNNING STAFF & TRIP SHED STAFF**

Sub:- Special Drive to prevent wheel skidding.  
Ref: - No.E.221/Optg / Technical / Vol.II dated 11.03.13.

With reference to the above, it is instructed to launch a drive to prevent wheel skidding for 15 days from 13/03/13 to 27/03/13.


I. All CLIs to counsel the Loco Pilots on the following aspects.

- i. Use PVEF. Restrict loco brakes application as far as possible.
- ii. Use DBR to the maximum extent possible.
- iii. Ensure full release of Loco brakes, before notching up.
- iv. Avoid wheel slipping, Use sanders.
- v. If Loco stalls, ask for assisting loco.
- vi. Conduct brake feel test and brake power test as per procedure.
- vii. Ensure prescribed clearance between wheel and brake block.
- viii. Check for wheel skidding in first block section and make entry in log book.
- ix. Ensure "HAND BRAKE" in released condition.
- x. Drain out complete air pressure while moving dead locomotives.
- xi. In case LP experiences wheel skidding, he should clear the section at reduced speed and inform TLC for assistance.

II. Trip shed staff to ensure brake rigging parameters are within limits

- i. Ensure loco brake application and release timings are within limits with SA9 and A9.
- ii. Ensure prescribed BC pressure with SA9 & A9.
- iii. Ensure working of PVEF.
- iv. Ensure BC piston stroke is within limits for different types of locos.
- v. Ensure prescribed clearance between wheels and brake blocks.

Feedback after completion of drive is to be submitted to this office on 28/03/13.

  
(P.SRINIVAS) 12/03/2013.  
ADEE/TRSO/SC  
for SR.DEE/TRSO/SC