It is suggested that 2.15 m/s^2 be regarded as the emergency rate of retardation when arresting full load descending into shaft bottom from a mid-shaft overspeed trip at the front or tip of the overspeed retarding cam.

APPENDIX II (See Fig B)

This well-known design may be regarded as a two leading shoe caliper brake in which for anti-clockwise rotation:

For the RH post:

P_1 is the anchor pin and brake force is applied at P_2.

For the LH post:

P_3 is the anchor pin and brake force is applied at P_4.

The braking torque per pair of posts becomes:

$$T = \mu C^2 (2K_L)(\cos\alpha - \cos\beta)$$

where

$$K_L = \frac{I \cdot D}{CZ\left(\frac{\beta-\alpha}{2} + \frac{\sin 2\alpha - \sin 2\beta}{4}\right) - \mu C\left(\frac{Z}{4}(\cos 2\beta - \cos 2\alpha) + C(\cos\alpha - \cos\beta)\right)}$$

and

$$Z = \sqrt{A^2 + B^2}.$$

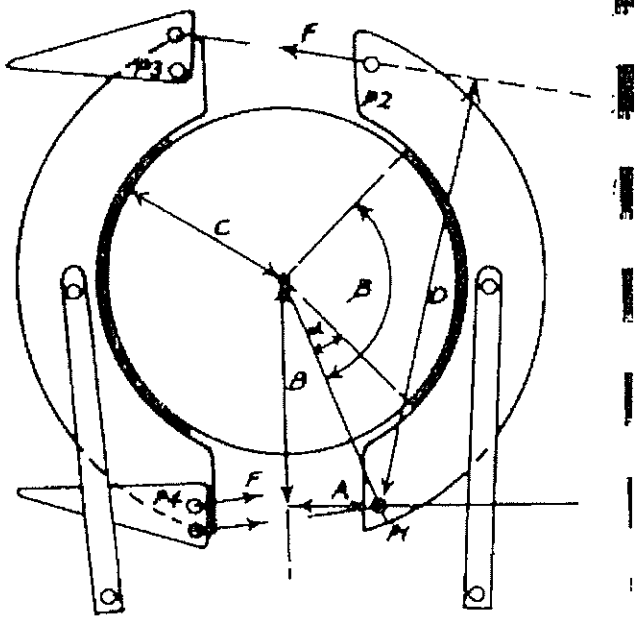

Fig B