



SOLID AND SPLIT BEARING BRACKETS

bearing housing is clamped between the two halves. This construction enables the removal of one-half of the bracket for inspecting the interior of the motor or removing the bearing. On frame No. 5 and smaller, each bearing bracket is in one piece.

Stator Core. The core of the primary, or stator, is built up of circular sheet steel laminations punched from thin plates. These punchings are assembled, clamped, and keyed between end rings inside the lugs on the frame. Dovetails or keys in one or more of the lugs prevent all circular movement of the laminations. The core is slotted on the inside to receive the stator windings; these slots are in most cases partially closed.

Stator Windings. The stator windings generally consist of coils of insulated wire wound on forms and temporarily fastened together by bands of tape. Before placing the coils in the slots, each slot is lined with a cell of insulating material, and the coils are then inserted by pushing a few wires at a time through the narrow openings. All the wires being in place, the cells are folded over, and fibre wedges are driven under the overhanging tips of the teeth so as to hold the windings securely in place. For some of the larger sizes copper strap or bar is used instead of wire, and for most of the high voltage motors formed coils are laid in open slots.

Rotor Core. The rotor core is also built up of circular sheet steel laminations assembled, clamped, and keyed between stiff end plates on the arms of the rotor spider. Partially closed slots are provided for the windings. The spider is pressed on to the shaft and keyed.

Rotor Windings. The rotor windings of all except the smallest frame