BAKER PERKINS INC.
STEP SHEET

MASTER PREPARED BY DATE 4-22-72 COMPILED BY BLANKENSHIP SERIES NO. 650

PART OR DRAWING NO.	SIZE	PART OR DRAWING NO.	SIZE	NOTE	UNIT QTY	TOTAL QTY	NAME OR DESCRIPTION
		129X0365			1		C-H P.B. ENCL. #10250T N.E.
		103X0115			2		C-H PILOT LT. #10250T 182-C1
		9750-650-1430	7		1		C-H NAMEPLATE
		9750-650-1431	7		1		C-H NAME PLATE
		114X0035			1		G.E. 4-POLE TERM. BLOCK
		115X0118			250 FT.		#14 FLAMENOL WIRE RED
		118X0347			1		G.E. RELAY #CR2790-E100R3

PLAINTIFF'S EXHIBIT

APV-26

SCHEDULE DATE

STEP	FORY.	SHEET METAL	PURCH. MATL.	MACH. SHOP	ASSEM. 2 3 4

NOTES: COLONIAL BKG. CO.
ATLANTA, GA.

TYPE: ELECTRICAL MAT'L FOR PNEUMATIC LIFT ASSY

SIZE

CONTRACT NO.

STEP NO. 2

STEP TITLE: MISC. ELECT. MAT'L

R.O. 56789 TOT. SHTS. SHEET NO.
CL 36 1 1

NOTE COLUMN: C FOR CROSS OUT SELECTION; D FOR QTY FILL IN; TEFT HAND BORDER; H FOR HARTFORD CODE; C.P. FOR CHROME PLATING; O ERECTION DRAWINGS

BAKER PERKINS INC.
SAGINAW, MICHIGAN

PURCHASED MAT'L | DATE SHIPPED 9/8/66 | INVOICE NO.

SHIPPED VIA Best Way Collect | DATE | R. O. NO. 96 3482

SHIP TO [illegible]

P.P. XX COL. [ ] C.O.D. [ ] | WILL SHIP 9-8 | DATE 9/8/66

CUSTOMER ORDER 2572 DATE 9/7/66 | SHEET NO. 1 | TOTAL SHEET 1

ROUTING 9-6-66 Ltr Will let you know

SOLD TO Colonial Baking Company
211 Moreland Avenue, N.E.
Atlanta, Georgia

THIS IS SHIPMENT NO. Partial [ ] Final [X] OF YOUR ORDER 5

CONSISTING OF THE ITEMS CODED TO THIS NUMBER IN THE SCHEDULE BELOW

SHIPMENT NUMBER AND DATE SHIPPED							
1	2	3	4	5	6	7	8
X							

CUSTOMER ORDER 2572 | DATE 9/7/66 | NO. PKGS. | TERMS: 30 DAYS NET | F.O.B. Shipping Point

	QUAN.	PART NO.—DRG. NO. CODE	SPECIFICATION — PART NAME — SIZE OF STOCK	PCS	STK. RM. LOC	SHIP NO.	UNIT PRICE	AMOUNT
A	500	ft. 115x005 ✓	#14 Rockbestos wire (black)	500	F-111			
B								
C			—					
D								
E			same as					
F			U.S.A.					
G								
H								
I								
J								
K								
L								
M								
N								
O								
P								
Q								
R			Ltr. Call from Mr. Jim Dennis to Mr. Kinnick 9/6/66.					

EQUIPMENT [illegible] | SERIAL NO. | R. O. NO.

CUTTINGS	SHEET METAL	MACHINE SHOP	PURCH'D MAT'L	ASSEMBLY	WILL SHIP

THANK YOU FOR YOUR ORDER WHICH HAS BEEN SCHEDULED FOR SHIPMENT AS SHOWN ABOVE. GENERAL TERMS AND CONDITIONS OF THIS SALE ARE SHOWN ON THE REVERSE SIDE OF THIS SHEET AND ARE PART OF THE CONTRACT OF SALE.

BAKER PERKINS INC.

10

BAKER PERKINS INC.
SAGINAW, MICH.
REPAIR ORDER

MULTIPLY	ORDER OR ACCOUNT NO.	PURCHASE MATL. DATE	
↓	19 RO 14135-S		
	DATE ISSUED	SHEET NO.	TOTAL SHEETS
	5/14/56	2	2

Lee Baking Company
P.O. #33049

STREET AND NUMBER	CITY	STATE	VIA	PREPAID	COLL.	C. O. D.
211 Moreland Avenue N.E.	Atlanta.	Ga.	Express		XXX	

DATE PROMISED	DATE SHIPPED	CAR INITIAL AND NUMBER	WEIGHT

ROUTING

	QUAN.	MATERIAL	PART NO. — DRG. NO.	SIZE	SPECIFICATION — PART NAME — SIZE OF STOCK	A. P. NO.	S. O. NO.
A	1-				Cutler Hammer Coil for C-H solenoid #10370H680B (220-60) for Maxon		
B					Gas valve		
C	1-				Warner electric brake control unit (0-90 V D.C.) 220/440		
D					A.C. #Cat. #CW100		
E	1-				G.E. limit switch CR9440-JID-1		
F	6-				G.E. Neon lamps NE-48 (For Dialco pilot lamp assys.)		
G					(on A/P 819-650)		
H	1-				Warner magnet Assy. (outside M&D) 90 V. Std. facing. Pt. #670171		
I	3-				Warner springs #67631		
J	1-				Warner armature #67621		
K					Above three parts for Warner elec. brake #500 90 V D.C. (Outside M&D)		
L	1 set-				Brake disc for Master Unibrake Motor Frame #203BW		
M	12-				Brake rivets #53231		
N							
O					For Jet Oven #50122		
P							
Q							
R							
S					Customer's P.O. #33049 of 5/7/56		

DR/dc 5/14/56

WORKS	WORKS	ORDER INVOICING	STORES	ASSEMBLY	CONTRACT NO.
ENGINEERING	PRIME COST	SERVICE	NO CHARGE APPR.		R. O. NO. 19 RO 14135-S [illegible]

FORM 1077-A

Attach to this duplicate
Return duplicate with
part lists, etc., asked for.

Eng File

BAKERS PERKINS INC.
SAGINAW, MICHIGAN

Memo #2

MEMORANDUM TO ENGINEERING DEPARTMENT

Mr. M. Weber
Mr. A.S. Wallace
Layouts & Contracts

Date 1-4-56

ATTENTION OF Mr. E. Prentice

Sales Contract No. M-41111

Please furnish shop drawings and part lists, including material to be purchased from outside suppliers, for:

NO. 132 JET TRAY OVEN FOR CAKE BAKING

We are attaching one copy of specification sheet No. 1574, revised January 4, 1956. Please notice that in this specification that we have taken out the paragraph in regard to the oven stacks. We understand from Mr. Cook that no stacks will be supplied on this oven.

We are also enclosing one print each of drawing #119622 DE and 119624 IMP.

We would be pleased if the Engineering Department would check both the specifications and the drawings and notify the Layout Department of any corrections.

Required by Mr. H. Grainger - BR

Customer's Name Lee Baking Company

Location of Installation at Atlanta, Georgia

BAKER PERKINS INC.
SAGINAW, MICHIGAN

SHEET NO. 7

BASIS Earnings letter — SALES ORDER — SAGINAW 11/21/55 19

DATE 11/25 rec'd 11/17/55 — CONTRACT S-1111

DEPT.	SPECIFICATION	CLASS	ITEMIZED PRICE	INVOICE PRICE
ORDER & INV. SALES EXEC. SALES COST SALES CONT. WORKS ORDER ELEC. ENG. MECH. ENG. ERECTION STORES TRAFFIC	N Tray Over Please Add: The question of the steam conditioner and injectors to be referred to on sheet 6 on this contract is settled and we are to invoice this steaming equipment in the amount of.	16F		

DELIVERY AT WORKS REQUIRED BY

SHIP TO
Lee Baking Co.
Atlanta, Ga.

VOICE TO

RMS

RM-1132-A REV. 8-55

BAKER PERKINS INC.
SAGINAW, MICHIGAN

SHEET NO. 6

BASIS Feige's letter — SALES ORDER — SAGINAW 11/9/55 19

DATE 11/2/55 — CONTRACT S-41111

DEPT.	SPECIFICATION	CLASS	ITEMIZED PRICE	INVOICE PRIC
ORDER & INV.				
SALES EXEC.				
SALES COST				
SALES CONT.				
WORKS ORDER				
ELEC. ENG.				
OTHER ENG.				
ERECTION				
STORES				
TRAFFIC				

Set Tray Oven

Steam injectors are to be provided in this oven in accordance with Mr. Feige's letter to Mr. Voeltler, 11/2/55. Will include header down center of oven, with 4 injectors, each center fed, and all controlled by one valve, in accordance with engineering's specifications.

Note Invoicing Dept!

The question of charges for these injectors is open, and please hold this order in your open files until this matter is settled.

DELIVERY AT WORKS REQUIRED BY

SHIP TO
Lee Baking Co.
Atlanta, Ga.

INVOICE TO

TERMS

ORM 1152-A REV. 8-53

BAKER PERKINS INC.
SAGINAW, MICHIGAN

SHEET NO. 5

SALES ORDER

BASIS Barclay's Letter

SAGINAW 7-18-55 19

DATE 7-5-55

CONTRACT M-41111

DEPT.	SPECIFICATION	CLASS	ITEMIZED PRICE	INVOICE PRICE
ORDER & INV.	Tray Oven			
SALES EXEC.				
SALES COST	Please Add:			
SALES CONT.				
WORKS ORDER	This oven is to be right hand operated and right hand discharge.			
ELEC. ENG.				
OTHER ENG.				
DIRECTION	All other specifications remain the same and we are free to proceed accordingly.			
STORES				
TRAFFIC				

DELIVERY AT WORKS REQUIRED BY

SHIP TO
Lee Baking Co.
211 Moreland Ave. N.E.
Atlanta, Ga.

VIA: PREPAID

INVOICE TO
Same as to Hdq. C.T.A.B.

TERMS
25- 25- 25- 25

FORM 1132-A REV. 8-53

BAKER PERKINS INC.
SAGINAW, MICHIGAN

SHEET NO. 3

BASIS Telephone from Dallas

SALES ORDER

SAGINAW 5-5-55 19

DATE

CONTRACT [illegible]

DEPT.	SPECIFICATION	CLASS	ITEMIZED PRICE	INVOICE PRICE
ORDER & INV.	Tray Oven			
SALES EXEC.	Please cancel sheets 1 and 2, and substitute:-			
SALES COST				
SALES CONT.	One-#132 Baker Perkins Oven having 30 trays each 26"x 10'-0", Fully controlled, gas fired with jet heating system, for Cake Baking.			
WORKS ORDER				
ELEC. ENG.				
OTHER ENG.				
ERECTION	F.O.B. Cars Atlanta, Ga., with erection, less hauling and hoisting to erection site.			
STORES				
TRAFFIC				
	Single Lap Jet Type Oven.	16F		
	#132 with 30 trays 26"x 10'-0"	Frt		
	Gas fired, 1000 B.T.U.	16C		
	Grid Tray bottoms.			
	Horizontal unloader.			
	No steaming equipment.			
	Std. finish, 2 sides and rear porcelain with 2-B stainless steel on front.			
	Power 220-60-3.			
	Handing not available.			
	This oven will not have the added inspection window which has some times been put on the Campbell Taggart Ovens in the bottom chamber.			
	REVISED			
	Mach. 561			
	Weld 304			
	BM 423			
	Assem. 1370			
	O.Hand 432			
	Mat'l 12,847.00			
	Cart.I. 5148# (1,249.00)			

DELIVERY AT WORKS REQUIRED BY

SHIP TO
Lee Baking Co.
211 Moreland Ave. N.E.
Atlanta, Ga.

Via: prepaid

INVOICE TO
[illegible] CC to Hdq. C.T.A.D.

TERMS [illegible]

FORM 1132-A REV. 5-53

BAKER PERKINS INC.
SAGINAW, MICHIGAN

SHEET NO. 2

BASIS Verbal from C.B.

SALES ORDER

SAGINAW 4-12-55 19

CONTRACT [illegible]

DATE

DEPT.	SPECIFICATION	CLASS	ITEMIZED PRICE	INVOICE PRICE
ORDER & INV.	Tray Oven			
SALES EXEC.	Please cancel sheet #1 and substitute:			
SALES COST	One-Jet type Cake Oven having 30 trays 26"x 10'-0"			
SALES CONT.	F.O.B. Atlanta, Ga. with erection less hauling or hoisting to erection site or overtime.			
WORKS ORDER	Single lap jet type cake oven.	10F		
ELEC. ENG.	30 trays 26"x 10'-0" grid tray bottoms.	Pct		
OTHER ENG.	Horizontal unloader.	16E		
ERECTION	No steaming equipment. with injection			
STORES	Std. finish - 2 sides and rear vitreous enamel front finished in 2-B stainless steel.			
TRAFFIC	Power 220-60-3.			
	Other details later.			

RECEIVED
MAY 6 1955
FOOD ENGR.

DELIVERY AT WORKS REQUIRED BY

SHIP TO

Lee Baking Co.
211 Moreland Ave. N.E.
Atlanta, Georgia

Via: prepaid

INVOICE TO

Same as Hdq. C.S.A.B.

TERMS

[illegible]

FORM 1132-A REV. 6-53

If written reply is necessary, attach to this duplicate
Return duplicate with part lists, etc., asked for.

BAKER PERKINS INC.
SAGINAW, MICHIGAN

Memo #1

MEMORANDUM TO ENGINEERING DEPARTMENT

Mr. M. Weber
Mr. C. Pletscher
Layouts and Contracts

ATTENTION OF Mr. P. Valentyne

Date May 27, 1955

Sales Contract No. M-41111

Please furnish shop drawings and part lists, including material to be purchased from outside suppliers, for:

JET OVEN

This memo is to confirm verbal information given by Mr. Feige that he will furnish two burners on this No. 132 Jet Oven on order for this customer.

We have today advised Mr. Barclay that the two burners will be furnished.

In Mr. Barclay's letter of May 19th he requested that two burners be furnished and also he requested that we furnish sheet pans just for certain sections in the oven to catch the drippings from the cake. We have advised Mr. Barclay that the customer can use some of his old sheet pans that he now has at the bakery.



Required by Mr. R. Grainger - SG

Customer's Name Lee Baking Company

For Installation at Atlanta, Georgia

FORM 4157, AMER. PRINTING CO.

BAKER PERKINS INC.
SAGINAW, MICHIGAN

SHEET NO. 1

BASIS [illegible] from [illegible]

SALES ORDER

SAGINAW [illegible] 19__

DATE [illegible]

CONTRACT [illegible]

DEPT.	SPECIFICATION	CLASS	ITEMIZED PRICE	INVOICE PRICE
ORDER & INV.	#140			
SALES EXEC.	[illegible] Jet Cake Oven having [illegible] trays [illegible]			
SALES COST				
SALES CONT.	F.O.B. [illegible], Ga. with erection less hauling or hauling to erection site or [illegible].			
WORKS ORDER				
ELEC. ENG.	Single Lap Belt, Jet Cake Oven.	[illegible]		
OTHER ENG.	trays [illegible] over tray bottoms.	[illegible]		
ERECTION	Horizontal Calender.	[illegible]		
STORES	In steaming equipment. ← with injectors			
TRAFFIC	[illegible] finish - 2 sides and rear Vitreous enamel. Front finished in [illegible] stainless steel.			
	Power [illegible].			
	Other details later.			
	[illegible]	[illegible]		
	[illegible]	[illegible]		
	[illegible]	[illegible]		
	[illegible]	[illegible]		
	[illegible]	[illegible]		
	[illegible]	[illegible]		
	[illegible] STORE	[illegible]		

RECEIVED
APR 15 1955
FOOD ENGR.

DELIVERY AT WORKS REQUIRED BY

SHIP TO

[illegible] Co.
[illegible] Ave. N.E.
Atlanta, Georgia

Via prepaid

INVOICE TO

[illegible] Eng. C.P.A.S.

TERMS

[illegible]

FORM 1132-A REV. [illegible]

DATE ISSUED	SHEET NO.	TOTAL SHEETS	SAGINAW, MICH.
3/22/56	1	4	ction List

Electrical
Sales Layout
Eng. File

A/P NAME: Lee Baking Co.- Atlanta, Ga.

	MATERIAL	PART NO. DRAWING	SIZE OR FILE	SPECIFICATION — PART NAME — SIZE OF STOCK	SHEAR	STOCK	MFR.	PURCH.
A		119624	I	Sales Foundation Dwg.				
B		119622	DE	Sales Erection Dwg.				
C		11-909	Ant	Longitudinal Erection Dwg.				
D		12-909	DE	Drive Assembly (Front R.H.Side)				
E		151-909	LD	Breaking Pin Assembly				
F		146-909	DE	Front Turning Points Assembly				
G		13-909	DE	Take Up & Rear Turning Points Assembly				
H		1574		Specifications (SALES)				
I		28-909	DE	Front Door & Panel Assembly				
J		85-909	I	Assembly of Lower Front Panels				
K		73-909	DE	Base Frame (Front Section)				
L		74-909	DE	Base Frame (Rear Section)				
M		29-909	DE	F.E.Lining (R.H.Side)				
N		30-909	DE	F.E.Lining (L.H.Side)				
O		25-909	DE	Drive Brg.Base				
P		31-909	DE	Track Assembly				
Q		68-909	DE	Roof Top Frame				
R		66-909	DE	Top Sheets (End Sections)				

REFERENCE A/P NO.	A/P NO.	COMPILED BY	DATE	CHECKED BY	DATE	PASSED BY	DATE
		R.Horn	3/22/56				

SHEET NO.	TOTAL SHEETS	UNIT NAME
1	4	30-26" x 10'-0"Tray S.L.Direct Jet Oven

M-41111
Mach.#50122

Erection List

	DATE ISSUED	SHEET NO. 2	TOTAL SHEETS
A/P	A/P NAME		

SAGINAW, MICH.

	QTY.	MATERIAL	DWG. NO. DRAWING NO.	SIZE OR DIA.	SPECIFICATION — PART NAME — SIZE OF STOCK	SHEAR	STOCK	MFR.	PURCH.	
A			67-909	I	Top Sheets (Interm. Section)	✓				
B			69-909	I	Front Finish	✓				
C			70-909	DE	Finish Sheets (Operating Side)	✓				
D			71-909	DE	Finish Sheets (Non-Operating Side)	✓				
E			72-909	I	Finish Sheets (Rear)	✓				
F		✓	186-909	DE	Steam Injector Assembly	✓				
G			163-909	I	Steam Damper Assembly	✓				
H			127-909	DE	Assembly of Inspection Window & Oiling Door.	✓				
I			6533-650	DE	Oven Light	✓				
J		✓	1-909	DE	Assembly of #2 1/2 Heater & Fan Assembly	✓	✓			
K		✓	2-909	DE	Assembly of Heater Body & Relief Door	✓				
L		✓	5-909	DE	Heater Body	✓				
M		✓	3-909	I	Longitudinal Supply Duct Below Crown	✓				
N		✓	77-909	DE	Cross Duct By Pass	✓				
O		✓	82-909	DE	Cross Duct In Crown	✓				
P			154-909	DE	Assembly of #2 1/2 Clarage Fan'	✓				
Q			142-909	I	Light & Observation Assembly	✓				
R			4575-~~909~~ 080	DE	Gas Equipment & Burner Assembly For Ray System	✓				

SUPERSEDES A/P NO.	A/P NO.			COMPILED BY	DATE	CHECKED BY	DATE	PASSED BY	DATE
	SHEET NO. 2	TOTAL SHEETS	UNIT NAME						
	A/P NAME								

SAGINAW, MICH.

SHEET NO.	TOTAL SHEETS
3	

A/P NAME

	QTY.	MATERIAL	PART NO., DRAWING NO.	SIZE OR FILE	SPECIFICATION — PART NAME — SIZE OF STOCK	SHEAR	STOCK	MFR.	PURCH.
A			102-909	DE	Tray Assembly	✓			
B			103-909	I	Grid	✓			
C			321-083	I	Chain Assembly 6" P.	✓			
D			5649-650	LD	Thermocouple (High Temperature)	✓			
E			3353-650	LD	Thermocouple (Standard)	✓			
F			59-909	I	Bottom Sole Sheet (Front Section)	✓			
G			14-909 ✓	Ant	Assembly of Unloader	✓			
H			92-909	DE	Assembly of Lift Mechanism For Cross Conv.	✓			
I			93-909 ✓	DE	Assembly of Cross Conveyor	✓			
J			108-909	I	Cam & Gearing Assembly	✓			
K			125-909	I	Spring Counterbalance For Cross Conveyor	✓			
L			39-909-1 -2	DE	Lining 6'-8 1/2" Section (Rear)	✓			
M		1-2S	-6788-650	DE	Wiring Dwg. (Control Panel)				
N		2-2S	-6788-650	DE	Wiring Dwg. (Oven Controls)				
O			6863-650	LD	Line Diag. (Burner)				
P		1-2S	-6784-650	I	Line ~~Dwg.~~ Diag. (Drive)				
Q			6789-650	DE	~~[illegible]~~ Conduit Layout				
R			6986-650	DE	Assem. For Mounting 5th. Cam On 4 Cam L.S.Housing.	✓			

SUPERSEDES A/P NO.	A/P NO.	COMPILED BY	DATE	CHECKED BY	DATE	PASSED BY	DATE

SHEET NO.	TOTAL SHEETS	UNIT NAME
3		

A/P NAME

SAGINAW, MICH.

A/D	A/P NAME	DATE ISSUED	SHEET NO.	TOTAL SHEETS
		3/22/56	4	4

	QTY.	MATERIAL	PART NO., DRAWING NO.	SIZE OR FILE	SPECIFICATION — PART NAME — SIZE OF STOCK	SHEAR	STOCK	MFR.	PURCH.	
A			2-28-6784-650	I	Cam Setting For Drive	✓				
B			164-909	I	Method of Mounting Elec. Panel Box	✓				
C			358-834	I	Tunnel Assembly	✓				
D			189-909	LD	Adjustable Hub. For DRIVE SPROCKET	✓				
E			190-909	I	Detailed Assem. of Limit Sw. Mtg. For Cross Conv.	✓				
F										
G			192-909	D	ELECTRIC EYES & MOUNTING ASSEMBLY	✓				
H			195-909	I	PAN STOP FOR CROSS CONVEYOR	✓				
I			196-909-	LD	SHIELDS FOR LOWER JET SLOTS	✓				
J			197-909	D	SEAL AT LINING JOINTS AT SOLE LEVEL	✓				
K			213-909-	I	SEAL FOR TOP FRONT DAMPERS CHAMBER	✓				
L										
M			2071-300	D	INSTRUCTIONS ON T.C. LEAD WIRES	✓				
N										
O										
P										
Q										
R										

SUPERSEDES A/P NO.	A/P NO.	COMPILED BY	DATE	CHECKED BY	DATE	PASSED BY	DATE

SHEET NO.	TOTAL SHEETS	UNIT NAME
4	4	

A/P NAME

BAKER PERKINS INC.
SAGINAW, MICH.

DATE

	QTY.	MATERIAL	PART NO.—DR'G NO.	SIZE CREDIT	SPECIFICATION — PART NAME — SIZE OF STOCK	A/P NUMBER	SHEAR	STOCK	MFR.	PURCH.		
A	8	St.		✓	Special Allen Nuts 5/8"-11					X	R	
B	1	T&O	136-909-1	LD ✓	Cross Shaft 3" Dia. x 12'-0 1/2"				X			
C	1	K.St.		✓	Rd.End Straight Keys 3/4" x 3/4" x 3"					X	R	
D	2	C.R.S. #1018	64-908-2	LD ✓	Take Up Rods 1" Dia. x 4'-6"lg.				X			
E	2	St.		✓	Hex. Jam Nuts 1"-8					X	R	
F	2	St.		✓	Hex.Nuts Std. 1"-8					X	R	
G	2	Blk.St.	No Dwg.	✓	Pipe 1" Std. x 12"-lg. (Cut Ends Sq.No Thds.)				X			
H	2	St.		✓	Common Washers 1"					X	R	
I	2	St.			Hex.Hd.Cap Screws 3/8"-16 x 2 1/2"					X	R	
J	2	St.			Hex.Nuts 3/8"-16 S.F.					X	R	
K	4	Marinite	140-909-1	D	Marinite #36 Type "A" 1"x11 3/4"x3'-5"				X	X	RR	
L	8	St.		✓	Hex.Hd. Cap Screws 3/8"-16 x 2 1/2"					X	R	
M	8	St.		✓	Common Washers 3/8"					X	R	
N	1	St.	#34 81-909	D ✓	Diamond Type "A" Spkt. 3/8"P. 30T.				X	X	RR	
O	2	St.	#34		Sprocket 35B-30, 3/8"P., 30T., 3/4"Bore(No K.W.)					X	R	
P	1	St.	#34		Spkt. 35B60, 3/8"P.,60T., (3/4"Bore)(No K.W.)					X	R	
Q	4	St.			Unbrako S.S. 3/8"-16 x 3/4"lg.					X	R	
R	1	Strand	#34		Diamond Chain #82, ASA #35 3/8"P.x200"P.lg.					X	R	
S	2	St.	#34		Offset Conn. Links 3/8"P.					X	R	
T	2	St.	#34		Straight Conn. Link 3/8"P.					X	R	

WORK ENGINEERING

CUSTOMER	EQUIPMENT	CONT. NO.	ORDER NO.	SHEET NO.	TOT. SHEETS
Lee-Atlanta-Ga.	Loading and T.U.Ends	M-41111	16W.O.4436	6	10

		SHEET NO.	TOTAL SHEETS

BAKER PERKINS INC.
SAGINAW, MICH.

DATE

	QTY.	MATERIAL	PART NO.—DRG NO.	SIZE OR FILE	SPECIFICATION — PART NAME — SIZE OF STOCK	A/P NUMBER	SHEAR	STOCK	MFR.	PURCH.		
A	1		162-909-1	D	Marinite Backing For R.H Side (Front)							
B	1	Marinite	A	✓	Marinite Sheet 1"x 8 5/8" x 30"lg.				X	X	RR	
C	1	Marinite	B	✓	Marinite Sheet 1"x 3 3/8" x 30"lg.				X	X	RR	
D	2	H.R.S.	C	✓	Strip #16 ga. x 4 7/16" x 30"lg.				X			
E	2	St.	D	✓	P.K.Self Tapping Screws #14					X	R	
F					Type "Z" x 1/2"lg.							
G												
H	1		189-909	✓ LD	ADJUSTABLE HUB (CONSISTING OF)							
I	1	H.R.S.	A	✓	PLATE 3" x 11 1/8" DIA.					chg	#1825	
J	2	H.R.S.	B	✓	BAR 5/8" x 1 1/2" x 3 1/8"						3-14-56	
K	2	ST	C	✓	HEX. HD. TAP BOLTS 1/2"-13" x 2"							
L	2	ST.	D	✓	HEX. NUTS 1/2"-13"							
M					1/2 S.S. x 1 PLUGS							
N												
O												
P												
Q												
R												
S												
T												

CUSTOMER Lee-Atlanta

EQUIPMENT Loading & [illegible]

CONT. NO.

ORDER NO.

		SHEET NO.	TOTAL SHEETS

BAKER PERKINS INC.
SAGINAW, MICH.

DATE

	QTY.	MATERIAL	PART NO.—DR'G NO.	SIZE	SPECIFICATION—PART NAME—SIZE OF STOCK	A/P NUMBER	SHEAR	STOCK	MFR.	PURCH.		
A	20	H.R.S.	44-909-2 C	✓	Bars 1/2" x 1/2" x 1 1/2"						R	
B	380	St.			Hex.Hd. Cap Screws 3/8"-16 x 3/4"					X	R	
C	380	St.			Hex.Nuts 3/8"-16					X	R	
D	1	HRS	4-909-2	✓ I	CROWN SHEET (HEATER SECT.) #12 GA x 45 3/16 x 11'-9 1/2"		[illegible]	#1347				
E	1	HRS	4-909-4	✓ I	CROWN SHEET (HEATER SECT.) #12 GA. x 45 3/16" x 11'-9 1/2"		[illegible]					
F	1	Set			Front Sect. Sole & Jet Sheets	17-909						
G	1		62-909	I ✓	Special Sole Sheet 49" Sect.				X			
H	1	H.R.S.	A	✓	Sheet #12 ga. x 55 1/8" x 11'-2 1/2"							
I	1	H.R.S.	B	✓	Sheet #12 ga. x 6 5/8" x 10'-10 1/2"							
J												
K	6		63-909	I ✓	Standard 49" Sect. Sole Sheet				X			
L	5	H.R.S.	A	✓	Sheet #12 ga.x 59 3/16" x 11'-2 1/2"							
M	5	H.R.S.	B	✓	Sheet #12 ga. x 6 5/8" x 10'-10 1/2"							
N	220	St.	Type "Z"		Hex.Hd.Self Tapping Screws #14 x 3/4"					X	R	
O	270	St.		✓	Hex.Hd.Cap Screws 3/8"-16 x 3/4"					X	R	
P	270	St.		✓	Hex.Nuts 3/8"-16					X	R	
Q												
R	1		64-909	I ✓	Rear Sole Sheet (45 1/2" Sect.)				X			
S	1	H.R.S.	A	✓	Sheet #12 ga x 55 5/8" x 11'-2 1/2"							
T	1	H.R.S.	B	✓	Sheet #12 ga. x 6 5/8" x 10'-10 1/2"							

WORK ENGINEERING

CUSTOMER	Lee Atlanta, Ga.	EQUIPMENT Structural Steel	CONT. NO. M-41111	ORDER NO. N.O. 4437	SHEET NO. 2	TOT. SHEETS 6

ORDER OR ACCOUNT NO. | SHEET NO. | TOTAL SHEETS

BAKER PERKINS INC.
SAGINAW, MICH.

DATE

	QTY.	MATERIAL	PART NO.—DR'G NO.	SEC. MARK	SPECIFICATION — PART NAME — SIZE OF STOCK	A/P NUMBER	SHEAR	STOCK	MFR.	PURCH.		
A	26	St.			Hex.Hd.Self Tapping Screws #14 x 3/4"					X	12	
B					Type "Z"							
C	1	H.R.S.	50-909-2	I	Front Partition Sheet #12 ga. x 31 5/8" x				X			
D					11'-2 1/2"							
E	2		53-909	I	Partition (Interm. 49" Sect.)				X			
F	2	H.R.S.	A		Sheets #12 ga. x 57 11/16" x 11'-2 1/2"							
G	2	H.R.S.	B		Sheets #12 ga.x 5 7/8" x 10'-11 1/2"							
H												
I	1		54-909	I	Partition (Oiling Door Sect.)				X			
J	1	H.R.S.	A		Sheet #12 ga.x 50 11/16" x 11'-2 1/2"							
K	1	H.R.S.	B		Sheet #12 ga.x 5 7/8" x 10'-11 1/2							
L												
M	1		55-909	I	Partition (Interm. 35" Sect.)				X			
N	1	H.R.S.	A		Sheet #12 ga. x 43 11/16" x 11'-2 1/2"							
O	1	H.R.S.	B		Sheet #12 ga. x 5 7/8" x 10'-11 1/2"							
P												
Q	1		56-909	I	Partition (At Rear Heater)				X			
R	1	H.R.S.	A		Sheet #12 ga. x 59" x 11'-2 1/2"							
S	1	H.R.S.	B		Sheet #12 ga. x 5 7/8" x 10'-11 1/2"							
T												

WORK ENGINEERING

CUSTOMER | EQUIPMENT | CONT. NO. | ORDER NO. | SHEET NO. | TOT. SHEETS

ORDER OR ACCOUNT NO.		SHEET NO.	TOTAL SHEETS

BAKER PERKINS INC.
SAGINAW, MICH.

DATE

	QTY.	MATERIAL	PART NO.—DR'G NO.	SIZE OR SITE	SPECIFICATION — PART NAME — SIZE OF STOCK	A/P NUMBER	SHEAR	STOCK	MFR.	PURCH.		
A	312	St.	(End Conn.)		Hex.Hd.Cap Screws 3/8"-16 x 1"					X	R	
B	312	St.			Hex.Nuts 3/8"-16					X	R	
C												
D	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]							
E	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]							
F	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]							
G												
H	250	St.	(Jet Conn.)		Hex.Hd. Cap Screws 3/8"-16 x 1 1/4"					X	R	
I	510	St.	(Jet Conn.)		Hex.Hd. Cap Screws 3/8"-16 x 1"					X	R	
J	760	St.			Hex.Nuts 3/8"-16					X	R	
K												
L	1	H.R.S.	148-909-2	LD	Cross Partition For Top Return #14 ga. x				X			
M					18 1/2" x 11'-4 7/16" Dev.							
N	4	St.			Hex.Hd.Cap Screws 3/8"-16 x 1"					X	R	
O	4	St.			Hex. Nuts 3/8"-16					X	R	
P	17	St.			Common Washers 3/8"					X	R	
Q												
R	8	H.R.S.	149-909-1	D	End Jet Seals #18 ga. x 5 7/8" x 11 1/4"				X			
S					(For Bottom & Partition Only)							
T												

WORK ENGINEERING

CUSTOMER	EQUIPMENT	CONT. NO.	ORDER NO.
[illegible]			

SHEET NO.	TOTAL SHEETS

BAKER PERKINS INC.
SAGINAW, MICH.

DATE

	QTY.	MATERIAL	PART NO.—DR'G NO.	SIZE OR BLK	SPECIFICATION — PART NAME — SIZE OF STOCK	A/P NUMBER	SHEAR	STOCK	MFR.	PURCH.		
A	1	Set			Roof Covers	13-909						
B	1				Top Frame	14-909						
C	1				Base Frame (Front & Rear Sects.)	15-909						
D	2				Base Frame (9'-11" Interm. Sects.)	16-909						
E												
F	1	Set			Tracks & Brackets	25-909						
G	1	Set			Vitreous Finish For Both Sides Of	26-909						
H					Oven.							
I	1	Set			Vitreous Finish For ~~Both~~ Rear of Oven	27-909						
J												
K	140 ~~[illegible]~~	St.	Top Jet Spacer #1 Fan		Hex. Nut 1/2" SAE (Exactly 7/16" Thick)					X	R	
L	10[illegible]	St.	Top Jet Spacer #2 Fan		Hex. Nut 5/8" SAE (Exactly 35/64" Thick)					X	R	
M	2[illegible]	H.R.S.	156-909-1	D	Partition Jet Spacer 3/16" x 1 1/8" x 3" Dev.				X			
N	290	H.R.S.	156-909-2	D	Bottom Jet Spacer #10 ga. x 1 1/8" x 3"				X			
O			[illegible]									
P	1		#13-909-	J	SEAL FOR TOP FRONT DAMPER CHAMBER				(MADE IN FIELD BY ERECTION)			
Q	1	[illegible]	A		SHEET #14 GA. x 5 3/4" x 11'-3 3/4"							
R	1	[illegible]	B		SHEET #14 GA. x 2" x 4 7/16							
S	2	[illegible]	C		ASBESTOS GASKET 1/16" x 2" x 11'-3 1/2"							
T			[illegible]		[illegible] & Cap[illegible] & Nuts							

WORK ENGINEERING

CUSTOMER	EQUIPMENT	CONT. NO.	ORDER NO.	SHEET NO.	TOTAL SHEETS
Lee - Atlanta, Ga.	Structural Steel	M-41111	W.O. 4437	6	6

VIA		BAKER PERKINS INC. SAGINAW, MICHIGAN ORDER AND SHIPPING LIST	SPECIAL MARKINGS
PREPAID	COLLECT C.O.D.		
CAR NO.		Oven Accessories For 30- 26" x 10'-0" Tr. S.L.Direct Jet	
ROUTING			
WEIGHT			
DATE SHIPPED			

QTY	MATERIAL	PART NO.-DR'G NO.	SIZE	SPECIFICATION — PART NAME — SIZE OF STOCK	A/P NUMBER	SHEAR	STOCK	MFR.	PURCH.		
1				#2 Exhauster Fan Housing & Associated							
				Parts	91-554						
1	R.R.S.	46-909	I	Front Collecting Duct #12 ga. x				X			
				40 5/8" x 11'-4 1/2"							
40	St.			Hex. Hd.Cap Screws 3/8"-16 x 3/4"					X	R	
40	St.			Hex. Nuts 3/8"-16					X	R	
1	G.E.	20		Ball Brg. 2 HP., 1800 R.P.M. Vertical					X	R	
				Shaft Motor Frame #184P., 220-60-3.							
1		163-909	LD	Steam Damper	36-909						
1	R.R.S.	141-908-3	D	Operating Rod 1/2"Dia. x 80 1/4"lg.				X			
1	Blk.St.	No Dwg.		Pipe 3/4" Std. x 63"lg.(Std.Thd.On One End)				X			
1	St.			Pipe Cap 3/4"(17/32"Dia. Hole On Center)				X	X	RR	

SHIP TO	Lee Baking Co.	SCHEDULE DATES	PURCH. MAT.	PATT.	FOR'Y	SH. MET.	M.S.	ESTIMATED COST		ACTUAL COST		ORDER OR ACCOUNT NO.	CONTRACT NO.
STREET NUMBER								MATERIAL		MATERIAL		16 W.O.4438	M-41111
								LABOR		LABOR			
								TOTAL		TOTAL		SHEET NO. 1	DATE
CITY	Atlanta,		ASSEM. II III IV				SHIP	REQUESTED BY				TOTAL SHEETS 3	11/25/55
								COMPILED BY		Scherping		COPY FOR	
STATE	Ga.	CUSTOMER'S ORDER NO.						ESTIMATED BY				WORK ENGINEERING	
								APPROVED BY					

BAKER PERKINS INC.
SAGINAW, MICH.

DATE

	QTY.	MATERIAL	PART NO.—DR'G NO.	SIZE OR FILE	SPECIFICATION — PART NAME — SIZE OF STOCK	A/P NUMBER	SHEAR	STOCK	MFR.	PURCH.		
A	1	Set			Steam Injectors, Tank and Assoc. Parts	48-909						
B												
C	1		127-909	DE	Access & Inspect. Doors, One On Oper.	34-909						
D					Side & One At Rear.							
E	2				Access & Oiling Doors One One Non-	35-909						
F					Oper. Side & One At Rear.							
G	1				Inspect. Port & Light Adaptor	28-909						
H	3		6533-650	DE	OvenLights)	865-650						
I					Assem. Two Lights As Per 127-909-DE)							
J					Assem. ~~One~~ Three Lights As Per 142-909-I)							
K												
L	2		145-909	LD	Wall Box For Lights (Feed Sect.) Consisting	Of:-			X			
M	2	H.R.S.	A		Sheets #16 ga. x 9 5/8" x 26 1/2"							
N	4	H.R.S.	B		Sheets #16 ga. x 1 1/2" x 2 1/2"							
O												
P	~~[illegible]~~	34			~~[illegible]~~					X	R	
Q	2	J.M.103			Asbestos 1/16" x 6 5/8" x 6 5/8"				X	X	RR	
R												
S	1		135-907		Ladder 7'-9"	59-907						
T												

WORK ENGINEERING

CUSTOMER	EQUIPMENT	CONT. NO.	ORDER NO.	SHEET NO.	TOT. SHEETS
Lee Baking Co. Atlanta	Accessories	H-41111	W.O. 4438	2	3

(continued on sheet 3)

		SHEET NO.	TOTAL SHEETS

BAKER PERKINS INC.
SAGINAW, MICH.

DATE

	QTY.	MATERIAL	PART NO.—DR'G NO.	SIZE OR FILE	SPECIFICATION — PART NAME — SIZE OF STOCK	A/P NUMBER	SHEAR	STOCK	MFR.	PURCH.	
A	1		164-909-1	I	Panel Box Mounting (R.H As Shown)						
B	1	St.	A		Angle 2" x 2" x1/4" x14"lg.		X				
C	2	Gray Transite 34	B		Transite 1/4" x 1 3/4" x 1 3/4"				X	X	RR
D	2	St.			Hex.Hd.Cap Screws 3/8"-16 x 1"					X	R
E											
F	30		196-909-1	LD	LOWER JET SHIELDS (CONSISTING OF)						
G	30	H.R.S.	A		SHEETS #16 GA x 7½" x 10¼" DEV					CHG	#1838
H	90	H.R.S.	B		BARS 3/8 x 3/8" x 5 7/16"					CHG	#2030
I	60	St	C		ANGLES 1½ x 1½ x 1/8 x 1"						
J					SEE DWG #198-909 FOR FUTURE JOBS						
K	10		197-909	D	SEAL FOR LINING JOINTS at SOLE						
L	10	H.R.S.	A		STRIP #12 GA. x 1" x 2						chg # [redacted] TAKEN CAR OF BY SHOP
M	10	H.R.S.	B		STRIP #12 GA. x 2" x 2"						
N	10	St			HEX. HD. CAP SCRS 5/16-18 x 3/4						
O	10	St			HEX NUTS 5/16-18						
P											
Q											
R											
S											
T											

WORK ENGINEERING

CUSTOMER	EQUIPMENT	CONT. NO.	ORDER NO.	SHEET NO.	TOT. SHEETS
Lee Bak. Atlanta	Oven Accessories	M-41111	16 W.O. 4438	3	3

		SHEET NO.	TOTAL SHEETS

BAKER PERKINS INC.
SAGINAW, MICH.

DATE

	QTY.	MATERIAL	PART NO.—DR'G NO.	SIZE WIRE	SPECIFICATION — PART NAME — SIZE OF STOCK	A/P NUMBER	SHEAR	STOCK	MFR.	PURCH.	
A	250 [illegible]	Ft.	[illegible]		Industrial Inst. Co., Lead Wire CR-2-14					X	R
B					Asbestos & Flame Proof Compound Insulation.						
C											
D											
E											
F											
G											
H											
I											
J											
K											
L											
M											
N											
O											
P											
Q											
R											
S											
T											

WORK ENGINEERING

CUSTOMER	EQUIPMENT	CONT. NO.	ORDER NO.	SHEET NO.	TOP SHEETS
Lee-Atlanta	Automatic Temperature	M-41111	16 W.O.4439	0	0

VIA
PREPAID COLLECT C.O.D.

CAR NO.
ROUTING
WEIGHT
DATE SHIPPED

BAKER PERKINS INC.
SAGINAW, MICHIGAN
ORDER AND SHIPPING LIST

SPECIAL MARKINGS

OVENS

Building Material for #132 - 26" x 10'-0" S.L. Direct Jet Oven

	QTY.	MATERIAL	PART NO.-DR'G NO.	SIZE	SPECIFICATION — PART NAME — SIZE OF STOCK	A/P NUMBER	SHEAR	STOCK	MFR.	PURCH.	
A					Building Material from Saginaw (As Follows)						
B	50		[illegible]		J.M. Stove Putty			Furnish by		Erection	
C	50		[illegible]		Rutland Furnace Cement					X	R
D	1	Roll	J.M. #103		Asbestos Gasket 1/16" x 4" x 340 Ft. Lg.				X	X	RR
E	1	Roll	J.M. #103		Asbestos Gasket 1/16" x 2" x 120 Ft. Lg.				X	X	RR
F											
G	60	H.R.S.			Shims #12 Ga. x 4" x 16"				X		
H	60	H.R.S.			Shims #16 Ga. x 4" x 16"				X		
I	1	White Pine			Parallel Straight Edge 3/4" x 8" x 12'-0"				X		RR
J	20	Spring St.	(Spare)		Speed Nuts 3/16" (United Carr #98770)					X	R
K	144	St.	(Spare)		Hex. Hd. Self Tapping Screws #14 x 3/4"					X	R
L	144	St.	(Spare)		Hex. Hd. Cap Screws 3/8"-16 x 1"					X	R
M											
N											

SHIP TO: Lee Baking Company
STREET NUMBER:
CITY: Atlanta,
STATE: Georgia
CUSTOMER'S ORDER NO.

SCHEDULE DATES: PURCH. MAT. | PATT. | FDR'Y | SH. MET. | M.S. | ASSEM. II. III. IV. | SHIP

ESTIMATED COST		ACTUAL COST	
MATERIAL		MATERIAL	
LABOR		LABOR	
TOTAL		TOTAL	

REQUESTED BY
COMPILED BY: Scherping
ESTIMATED BY
APPROVED BY

ORDER OR ACCOUNT NO.: 10 W.O. 4440
CONTRACT NO.: M-41111
SHEET NO. 1
DATE
TOTAL SHEETS 2
12/8/55
COPY FOR: WORK ENGINEERING

SHEET NO. | TOTAL SHEETS

BAKER-PERKINS INC.
SAGINAW, MICH.

DATE

	QTY.	MATERIAL	PART NO.—DWG NO.	SIZE	SPECIFICATION — PART NAME — SIZE OF STOCK	A/P NUMBER	SHEAR	STOCK	MFR.	PURCH.	
A					The Following Material to be Purchased						
B					By Erection Department:-						
C	42	Rockwool			Blankets 6" x 24" x 40" (Chicken Wire Re-			Furnish		By Erection	
D					inforced)						
E	46	Rockwool			Blankets 6" x 24" x 42" (Chicken Wire Re-			"		"	"
F					inforced)						
G	12	Rockwool			Blankets 6" x 24" x 38" (Chicken Wire Re-			"		"	"
H					inforced)						
I											
J	200	Cu.Ft.			Zonolite (5" in Sole)			"		"	"
K	2300#				Granulated Rockwool (6" in Crown at 10#			"		"	"
L					per Cu.Ft.)						
M											
N											
O											
P											
Q											
R											
S											
T											

WORK ENGINEERING

CUSTOMER	EQUIPMENT	CONT. NO.	ORDER NO.	SHEET NO.	TOT. SHEETS
Lus-Atlanta, Ga.	Building Material	M-41111	W.O. 4440	2	2

VIA		
PREPAID	COLLECT	C.O.D.
CAR NO.		
ROUTING		
WEIGHT		
DATE SHIPPED		

BAKER PERKINS INC.
SAGINAW, MICHIGAN
ORDER AND SHIPPING LIST

SPECIAL MARKINGS

Circulating Fan& Supply Duct & Heater Body.

	QTY.	MATERIAL	PART NO.—DR'G NO.	SIZE OR FILE	SPECIFICATION — PART NAME — SIZE OF STOCK	A/P NUMBER	SHEAR	STOCK	MFR.	PURCH.		
A	2		2-909 ✓	DE	Heater Body & Relief Doors	1-909						
B	2		82-909	DE	Cross Ducts For #2 1/2 Fan	2-909						
C	2		154-909	DE	Fan Base & Drive For #2 1/2 Fan	3-909						
D												
E	1	R.H.			Insulation Housings For Fan& Heater	4-909						
F	1	L.H.			Insulation Housings For Fan &Heater	5-909						
G												
H	2	G.E.	30		7 1/2 HP 1800 RPM Triclad 55 Motor Type "K"					X	R	
I					Frame #254U 220/440-60-3.							
J	1		34		Dodge Taper Lock Sheaves 4B Groove	6.6 P.D.				X	R	
K					1 3/8" Bore 5/16" x 5/32"K.S.							
L	1		34		Dodge Taper Lock Sheaves 4B Groove	11"P.D.				X	R	
M					2 7/16"Bore 5/8" x5/16" K.S. For #1 Fan							
N	4		34		V-Belts B-105 Gates					X	R	

SHIP TO: Lee Baking Co.

STREET NUMBER:

CITY: Atlanta,

STATE: Ga.

CUSTOMER'S ORDER NO.:

SCHEDULE DATES: PURCH. MAT. | PATT. | FOR'Y | SH. MET. | R.S. | ASSEM. II III IV | SHIP

ESTIMATED COST		ACTUAL COST	
MATERIAL		MATERIAL	
LABOR		LABOR	
TOTAL		TOTAL	

REQUESTED BY:
COMPILED BY: Scherping
ESTIMATED BY:
APPROVED BY:

ORDER OR ACCOUNT NO.: 16 W.O.4443
CONTRACT NO.: M-41113
SHEET NO.: 1
TOTAL SHEETS: 3
DATE: 11/25/55
COPY FOR: WORK ENGINEERING

BAKER PERKINS INC.
SAGINAW, MICH.

DATE

	QTY.	MATERIAL	PART NO.—DRG NO.	MADE PARTS	SPECIFICATION—PART NAME—SIZE OF STOCK	M/P NUMBER	SHEAR	STOCK	MFR.	PURCH.	
A			6750-650	I	Pot. Assy. - Consisting of:-						
B	1	Insurock	Det. "A"		Mtg. Strip 1/4" x 1" x 2 3/4"				X	X	RR
C	1	Insurock	Det. "B"		Mtg. Plate 3/16" x 2 1/4" x 3"				X	X	RR
D	8	C.R.S.	513-650-152	LD	Spacers 1/2" Dia. x 1 11/16"				X		
E	1				G.E. 1 Button Enclosure CR-2940-HC201A(Less					X	R
F					Cover & Gasket)						
G	1	Brl.Bk. #430	6696-650-19	DR	Timer Dial #18 ga. x 5 1/2" x 6"				X		
H					(2B Finish)(30 Trays)						
I	4"	8-32 N.F.			Rd. Hd.Mach. Screws #8-32 x 1/2"					X	R
J	4	St.			Fl. Hd.Mach. Screws #8-32 x 1/2"					X	R
K											
L					Shop Wire.						
M	50	Ft.			#10 Flamenol Wire (Blk.)(Stranded)					X	R
N	75	Ft.			#12 Flamenol Wire (Blk.)(Stranded)					X	R
O	200	Ft.			#14 Flamenol Wire (Red) (Stranded)					X	R
P	50				Stakon Terminals #C10-10					X	R
Q	150				Stakon Terminals #C14-10					X	R
R	10	Alum.			Clamps Cat.#A063					X	R
S	30	Brs.			G.E. Terminal Scrs. #10-32 x 7/16"					X	R
T									WORK	ENGINEERING	

CUSTOMER	EQUIPMENT	CONT. NO.	ORDER NO.	SHEET NO.	TOT. SHEETS
Lee-Atlanta	Elec. Controls	M-4111	W.O. 4446	11	13

DAILY AND WEEKLY SUMMARY OF HOURS — BAKER PERKINS INC., SAGINAW, MICHIGAN

Week Ending March 24 1972 No. 3636

Day and Date

Supervisor Leslie Willard Customer Colonial Baking Co.

Location Atlanta, Ga. Job No. M900-45

Code Line | Travel Code 815 | Open Rate

In	Out		Travel Code 815 Hours T	F	S	S	M	T	W	Open Rate Hours T	F	S	S	M	T	W	Hours T	F	S	S	M	T	W	Hours T	F	S	S	M	T	W
		Sup't								3				8																
	#1	Empl. No.								3½	1½			7																
	#3									3½	8			8																
	#5									3½	6			8																
	#2										½			8																

ROUTED		INITIAL & DATE
1	FLR. SER.	
2	ENG.	✓ 3/24
3	Supt.	
4	Cutys	
5		
6	Leslie Willard	
7	FILE COM	

DO NOT WRITE

JOB NO.

	HOURS	COST
S.L.		
H.L.		
MAT.		
TRANSP.		
LOCAL		
HOTEL		
EXP.		

NAME AND TYPE OF UNIT Jet Oven

MACHINE NUMBER 50122

JOB COMPLETED YES NO

JOB IS NOW % COMPLETED

SERVICE CALL REQUESTED BY SAS.

DR BY

OTHER B. P. MEN ON JOB YES NO

NAMES

DESCRIPTION OF DAYS WORK Remove three traps to make work space available. Drill 316 - ½" dia holes in lower side of heat supply duct. Install new sill plate & install finish sheets on loading, install additional Corner Cam Limiter.

Allen Mobile Home Park

2520 Jonesboro Rd SE.

LEFT [illegible] AT

ARRIVED IN AT

TRAVELED VIA

OFF DUTY ADDRESS

LEFT 404-622-4259

ARRIVED IN AT

TRAVELED VIA

OFF DUTY ADDRESS

SIGNED Leslie Willard SUPERVISOR

CUSTOMER OR HIS REPRESENTATIVE John Burr

PRINT CUSTOMER'S SIGNATURE JOHN BURR

FORM 1174 NOTE TO CUSTOMER: DO NOT SIGN SHEET UNLESS THESE SQUARES ARE FILLED IN. ACTUAL HRS. WORKED

CONST. or F.S. COPY COPIES FOR: BRANCH AREA

To Engr Hwy

ENGINEERING WORK ORDER

CUSTOMER Colonial Bkg Co
Atlanta, Ga

E.W.O. No. 658

AUTHORIZED BY [signature]

MACHINE No. Men 50122 CONTRACT No. W.O. No. DATE 1/26/81

R.O. No. DATE REQUIRED

REFERENCE:	ATTACHED	DATE WHEN AVAILABLE
CORRESPONDENCE		
LAYOUT DRAWING		
PRODUCTION DATA		
PRODUCT DESCRIPTION		
PAN OR LID DATA		

Quotation

DESCRIPTION OF WORK: Per Call from Jack Field to Mr Petry - Customer desires a replacement for the Honeywell Protectorelay RA 190 X which is now obsolete - Please provide necessary details for quote.

SPACES BELOW FOR USE OF ENGINEERING STANDARDS AND PRODUCTION ENGINEERING
INCOMING AND OUTGOING EWO MUST BE ROUTED THROUGH ENGINEERING STANDARDS

REMARKS

Quote electrical material as follows:

(1) 138X0139 Honeywell Protectorelay #RA890F

(1) 138X0020 Base for Protectorelay #Q270A

Allow (8) Hours to update drawing.

	SECTION ISSUED TO
	CONVEYOR
	DOUGH
X	ELECTRICAL
	OVEN
	PROOFER-COOLER
	ENGINEERING COORDINATOR
	CHEMICAL
	TAB - NEW ORDER
	TAB - COMPLETION

	ESTIMATED HOURS	
	MECH	ELEC
DESIGN-DRAFTING		
DETAILS		
TOTAL		
CHARGE TO ORDER No.	6	
CHARGE TO ENGINEERING ACCOUNT No.	10-3	

COORDINATION REQUIRED

COMPLETED BY R Kowalski

DATE 1-27-81

APPROVED BY Jones

DATE 1-26-81

2 Hours

FORM MU-23

BAKER PERKINS INC. SAGINAW, MICHIGAN 48601

MEMORANDUM

#3235

COPY	DISTRIBUTION
3	B. E. Petty
4	D. Luther
5	Eng. File
6	Cont. file, file
DATE	4-6-72

TO Mr. A. W. Bluemlein

SUBJECT Colonial Baking Co.
Atlanta, Ga.
Oven #50122
Ref. R.O. 56789

Please find attached red line of step #3 for 1-Pneumatic lift assy for the above Customers 26" x 10'-0 Slat conveyor assy #1236-834-DE

oven size 30-26" x 10'-0" Gray S.L. Direct Jet oven

REPLY REQUESTED YES ☐ NO ☐ DATE

Eng time spent on this R.O. was 14 hours
18.5 BY & Keyes
32.5 TOTAL

RETURN TO

SIGNED N. A. [illegible]

ORIGINAL COPY FOR REPLY REQUEST

ENGINEERING DEPARTMENT MEMO
Baker Perkins Inc.

To: W. G. Zettel (2)

Memo No. 3138
December 8, 1971
D. E. Foley
Oven Section

cc: R. C. Brown
C. R. Skarin
W. L. Swartz
B. E. Petry
Coml. File, File, Engr. File

SUBJECT: COLONIAL BAKING CO.
ATLANTA, GEORGIA
Oven No. 50122

E.W.O. 796

You have requested Engineering to provide you with the necessary specifications for pricing a new oven discharge conveyor. Conveyor to discharge in opposite direction.

For quotation purpose only quote the following:

811-924 Size DE Extension @ Discharge Conveyor
(Drive motor to be included in quote)

1236-834-DE L.H. Discharge Conveyor 26" x 10'-0" +(1) Trans. Roller
827-924-DE Discharge conveyor drive (drive motor to be included in quote). +(1) Drive

380-962-DE Pneumatic lift for discharge conveyor.

Also quote the following finish sheets.

Items "A" and "B" on Drawing 69-909-I
Item BP-A on Drawing 70-909-DE
Item A-BP on Drawing 71-909-DE

If order develops allow 42 mechanical hours. For Electrical requirements refer to Electrical Department.

This E.W.O. required 6 hours Engineering time.

D. E. Foley

mk

ENGINEERING DEPARTMENT MEMO
Baker Perkins Inc.

To: J. Reid (2)

Memo No. 3133
November 30, 1971
D. E. Foley
Oven Section

cc: W. G. Zettel
C. R. Skarin
W. L. Swartz
B. E. Petry
Coml.File, File, Engr.File

SUBJECT: COLONIAL BAKING CO.
ATLANTA, GEORGIA
Front Feed Oven Loader
M-90045, W.O. 4046

This memo is in conjunction with the above contract and also Oven No. 50122, "Single Lap Gas Fired Jet Tray Oven".

The customer is switching from bread baking to roll baking. In order to do this an additional change to the oven will have to be made to provide more heat. A series of holes will have to be drilled in the bottom of the rear blowing heat ducts (56-909-I and 78-909-I). These holes are to be 1/4" diameter on 3" centers. Rolls are to be staggered. Refer to attached marked up prints for directions.

11-909-1DE	Longitudinal Assembly
56-909-I	Partition sheet duct
78-909-I	Partition sheet duct

A total of 315 holes will be required.

D. E. Foley

mk

BAKER PERKINS INC. SAGINAW, MICHIGAN 48601

Engg. file

MEMORANDUM

3050
Page 1

TO [W. ZETTEL , SALES]

COPY	DISTRIBUTION
3	R C BROWN
4	R SKARIN
5	W SWARTZ
6	DE PETRY
DATE	FILES

ENG # 538

SUBJECT COLONIAL BAG CO. 8-16-71

ATLANTA GA. JET SL TRAY OVEN # 50122

LOADER QUOTATION.

FOR QUOTATION ONLY.

1- 911-924-2 DE LOADER ASSY

1- 129X0904 4 CAM GEMCO

1- 594-924-6 LOADING SHELF - INNER

1- 781-924-2 LOADING SILL - OUTER

2- 810-924-A DE FINISH SHT

2- 810-924-B DE " "

1- 810-924-C DE " "

1- 810-924-D DE " "

REPLY REQUESTED YES ☐ NO ☐ DATE

1- 810-924-E DE " "

1- 810-924-F DE " "

1- 810-924-G DE " "

2- 810-924-H DE " "

2- 810-924-J DE " "

2- 810-924-K DE " "

2- 810-924-L DE " "

10- 261-410-2 LD DOOR CATCH

1- 810-924-V DE FIN SHT

IRN

SIGNED Cont. on SHT 2

ORIGINAL COPY FOR REPLY REQUEST

BAKER PERKINS INC. SAGINAW, MICHIGAN 48601

MEMORANDUM

#3050
Page 2

TO

COPY	DISTRIBUTION
3	
4	
5	
6	
DATE	

EWO #538 SHT #2

SUBJECT

24 - 419X0021 RD HD RIVET 3/16 X 1/4
72 - 404X0360 TRUSS HD SCR #10-24 X 1/2
12 - 420X0050 TAPPING SCR #6 X 3/8
8 - 406X0033 HEX NUT #10-24

B HRS THIS END
16 HR TO COMPLETE

REPLY REQUESTED YES ☐ NO ☐ DATE

IN ALL PROBABILITY SWITCHING FROM CAKE TO ROLL BAKING WILL REQUIRE THE ADDITION OF SOME HOLES IN THE BOTTOM OF THE BLOWING HEAT DUCTS TO PRODUCE SOME TOP HEAT FOR SATISFACTORY ROLL BAKING.

FROM

SIGNED

ORIGINAL COPY FOR REPLY REQUEST

2

BAKER PERKINS INC.

CC-Messrs. Feige, Pierce, Valentyne, Hennecke

INTERNAL MEMO

To Mr. B. E. Petry Dept. Date June 5, 1958

From Mr. J. Reid Dept.

Subject: COLONIAL BAKING CO. - Atlanta, Ga. (CAMPBELL TAGGART)
(Jet Oven No. 50122)

We quote verbatim from a letter just received from Mr. Ted Vetteler of Campbell Taggart Associated Bakeries in Dallas, relative to the subject machine.

"I've just had a call from the Atlanta bakery and they have requested that I find out whether or not it is possible to install a damper in this oven which would enable them to reduce the heat rather rapidly. They are apparently getting into some new varieties that take about fifty degrees less baking temperature than their normal temperatures. At the time the oven was erected, someone told them that they could install a damper which would enable them to drop the temperature rather quickly for just such purposes. Will you please check into this, advise me whether it can be done and, if so, what it would take and what it will cost to do it, also, the time necessary."

Will you please review the drawings of this oven and advise us if such an installation is feasible or practical. In the event of an affirmative opinion, kindly provide us with specifications of material necessary for such an installation, so that we may proceed with the preparation of a formal quotation.

If my memory serves me correctly, I think we installed a damper of the type referred to by Mr. Vetteler in one or all of the following ovens.

Manchester Baking Company - Manchester, Ohio
Fuchs Baking Company - So. Miami, Florida
Nissen's Baking Company - Brewer, Maine

Signed
J. Reid

FORM 1078 JR:FF

Memobolt 9-13-57
September 16, 1957

Mr. C. Bryson
Saginaw Office -

Subject: Lee Baking Company - Atlanta, Georgia

As per your recent request, I visited the Lee Baking Company plant. In the absence of Mr. Westerstrom, the manager, I contacted Mr. Claude Robinson, the engineer, and discussed the B.F. equipment in the plant.

He advised me that we are installing a new conveyor on the discharge end of the Tunnel Oven, and he expects delivery of this in approximately two weeks.

As you know, my prime purpose was to check into the unloading performance of the Jet Oven in the Cake Department. He advised me that they have trouble with the cross bar, or rather pusher bar, sagging, and they take it out every two or three weeks, realign it and replace it in the oven. I am sure our Service Department will correct this when they install the discharge conveyor on the Tunnel Oven.

Last week they had some trouble with the front fire box on the Jet Oven. There is a lattice of fire brick in it. He said these had burned out, dropped down and threw his lateral heat off. As soon as the heat was off, he checked the burner and saw that this was what had happened. He replaced the bricks, and the oven is performing satisfactorily again.

Mr. Robinson said they are very pleased with the performance of this oven with the exception of the pusher bar. They are also having trouble with the electric eye on the discharge conveyor. It seems that this gets out of adjustment every two or three weeks, and he has to reset it to prevent the oven stopping during production. I am sure our engineers can correct this condition, so that they do not have this trouble.

Trusting that the above information is what you desire, I am,

Yours very truly,

H. G. Lothes

Conveyor straight height
Tunnel Bar
Cake Oven
Chicago

HGL/djs
CC: L.E. Barclay

ENGINEERING DEPARTMENT MEMO

BAKER PERKINS INC.
SAGINAW, MICHIGAN

No. 14,957
Original to Mr. A. S. Wallace (2)
CC Mr. Chism, Com.File, Engr.File.

Date Sept. 23, 1957
From H. Feige
Dept. Oven Engr.

Subject LEE BAKING CO., ATLANTA, GA.
Unit or Machine D.G.F. Single Lap
Reference Cake Tray Oven

Total Sheets - 1 -

In his letter dated September 16 Mr. Lothes reports in the third paragraph that they have trouble with the cross bar or pusher bar sagging, and that they take it out every two or three weeks, realign it, and place it in the oven. He said that "I am sure the Service Department will correct this when they install the discharge conveyor on the tunnel oven."

When we received an order for an oven for Manor, Kansas City, the oven was to be a duplicate of Lee, Atlanta. I am unable to get any details on what the trouble with the pusher bar is. We have over a dozen ovens equipped with the same pusher bar and hear no complaints about the operation. Since we are building the second oven for Kansas City, I want to be very sure that everything is done to have the second oven operate properly. I have already mentioned this matter to Mr. Frank Sims, who, I understand, is going there. I wish you would advise him in an official capacity.

I would appreciate if Mr. Chism could assist in getting me the facts on this job. There cannot be very much wrong with it, and since we use the same size pusher bar on 12 ft. ovens, it certainly must be all right on a 10 ft. oven.

There is of course a possibility that the discharge conveyor level in relation to the top of the tray grid is not what it should be. Attached please find a print of drawing #93-909-DE which shows the relative distance between the top of the conveyor and the top of the grid with the conveyor up 13 1/16". Please have this checked and let me have any criticism which will be constructive.

H

Signature H. Feige

Approved

FORM 1075 [illegible]

FIELD SERVICE REPORT

BAKER PERKINS INC.
SAGINAW, MICHIGAN

No. 24149
Original to J. Reid
CC Messrs. Valentyne, Feige, Luther, Barclay (2) Com. File
Subject COLONIAL BAKING COMPANY
Atlanta, Georgia
(Jet Oven #50122)

Date August 9, 1957
From Geo. Southerland
Dept. F.S.
Total Sheets

Re: Mr. White's letter of 7-26-57

In compliance with the first three paragraphs of the above mentioned letter, I have looked into this oven.

Since this oven has no feeder, but is a hand loaded oven, I am assuming that you are referring to the unloader. From all I could gather, this has been completely satisfactory. There evidently was a jam at one time due to the oven being run backwards. I believe it can be backed into the unloader bar if the bar happens to be part way out of its dwell position.

The oven is being operated on both automatic high and automatic low, with either one working equally well. By using automatic high a ten minute bake can be had with smooth operation of the unloader.

I hope this is the desired information. If I can help further, please advise.

While I was at this plant last winter, there was a complaint that the jet system was blowing graphite all over the baked product and the management was about to try a different type of lubricant to replace the B.P. chain lubricant being used at the time. I believe Mr. Morris Jones will remember this as he was drawn into the talk about it.

I have checked with the management here now as to the results they obtained. They assured me that they feel they are getting as good lubricating qualities from this lube as they were from B.P. graphite, and they have eliminated the dirt on their product

For your consideration I am sending you the name and number of this lubricant. It is: McLube MOS2 - 600.

(Then in red pencil, marked below that number is - L-65-8, which could be a Campbell Taggart number).

It is made by the McGee Chemical Company, Inc., ~~Penner~~ UPPER Darcy, Pennsylvania.

Geo. Southerland

Copy 8-19-57
pf

LAYOUTS & CONTRACTS (2) BAKER PERKINS INC.

Mr. Feige

INTERNAL MEMO

To Mr. C. Bryson Sales Dept. Date June 19, 1957

From Mr. H. Gordon Sales Dept.

Subject: CAMPBELL TAGGART COLONIAL BAKING CO., Atlanta, Georgia
Kansas City.

Reference your telephone conversation with the writer this morning pertaining to a duplicate of the existing jet cake oven at the above.

That existing oven shipped in 1956 on M-41111 is a straight jet oven with 30 trays 26" x 10' equipped with a horizontal unloader.

Mr. Feige's advice that they would not contemplate making any changes on this oven, and that Engineering could complete the specifications for a duplicate of this oven in two or three days. This is based on the fact that the shop have agreed to accept a duplicate of the old work order, and which would not be necessary to rewrite that entire work order to the new system recently put in effect in the shop. If it were necessary to rewrite the specifications of this oven in line with that new system, Engineering would require about three weeks.

So far as the shop is concerned, Mr. Weber advises that with the shop vacation coming about July 15th, the chances are that if this order were entered now all of the paper work including the requisitions for specific materials, casting orders, and the shop routing would be completed just prior to vacation period, but that no actual shop work would probably be done until the vacation period was over. He advises that shipment could be made by the middle of September which is in line with your statement over the telephone that they wanted erection to start in October, possibly October 1st.

Consquently, if we do enter the order now, and they should decide at their meeting on July 16th to postpone ordering of this oven, we will not have incurred any particular shop expenses, but would have incurred the expenses only of the paper work, and of course, the possibility of some small cancellation charges on some items that might have been ordered early in July and then cancelled approximately July 16th.

Word was passed on to Mr. Reimus so that he will have the cost figures ready Thursday morning on the oven shipped in 1956, and will have the present day selling prices available for a duplicate of that oven.

Incidently, in discussing the matter with Mr. Weber, he was basing the figures on actually having the work order etc., from Engineering in possibly a week or maybe ten days. If we should enter this order immediately, and if Engineering are successful in getting the specificati out in two or three days, there could conceivably be some shop work done prior to the vacation period. But, in view of the fact that the shop do not anticipate any difficulty by shipping in the middle of September even though the actual work is not started in the shop until after the vacation period they probably would not actually due any shop work on this job until that time.

FORM 1078 HG:DS

Signed H. Gordon

April [illegible] 1947

SAGINAW OFFICE

Subject: Colonial Baking Co.
Atlanta, Georgia
(Formerly Lee Baking Co.)
Single Lap Jet Cake
Oven #50122

While I was at Campbell Taggart's office yesterday, I ran into Gordon Baker who is in charge of the cake production in all Campbell Taggart's cake plants. I asked Mr. Baker how the jet cake oven was operating at the Colonial Baking Company plant in Atlanta, Georgia.

Mr. Baker said that it was doing a very nice job of baking except for one problem that they have. It seems that they get too much bottom bake. I told him that I would drop you a line and ask if there is any way that they can cut down on this excessive bottom bake that they get on some of their products. If you have any suggestions to offer, please let me know, so that I can pass them on to Mr. Votteler.

Mr. Baker seemed to be very well pleased with the oven and said that the flexibility of this type of an oven was "out of this world", because he could put one cake pan on a tray, or any number of pans, and have a break of ten or fifteen trays; and there would be very little difference in the color of the goods.

Just thought you might be interested to know how this oven is progressing.

Cordially yours,

L. E. Barclay

LEB:mb

ORIGINAL TO [illegible]
COPIES TO: FILE
MR. HARLEY
MR. TURNER
MR. BRYSON
MR. HENNEDEE
MR. BAKER
MR. SIEDER
MR. GORDON
MR. LEVI
MR. ARCHANGELI
MR. WALLACE

ENGINEERING DEPARTMENT MEMO

BAKER PERKINS INC.
SAGINAW, MICHIGAN

No. H-564
Original to A.S. Wallace (2)
CC Messrs: Henneche, Valentyne, Paige, Dersch, Reid, Savell, Com. Files, Engr. Files
Subject LEE BAKING CO. - ATLANTA, GA.
Unit or Machine S.L. Jet Oven #50122
Reference

Date December 13, 1958
From R.A. Pierce
Dept. Oven Heating
Total Sheets

While at Lee-Atlanta to check the Tunnel Oven, I observed the operation of the Single Lap Jet Type Oven. This oven is fired by two Ray #1 size gas burners, and troubles have been experienced with the burners shutting down on safety too often. Larger gas pilots, supplied by Joe Day, were installed in each of these burners.

Minneapolis Honeywell flame rods purchased locally were installed through the burner head into the main burner flame. These were connected in parallel to the existing flame rods in the burner.

Since these alterations, the burners have operated for over a week with no safety shutdowns.

The customer is very pleased with their operation and with the service rendered by Mr. Southerland.

Signature

Approved R. A. Pierce

FORM 1078 BBCO. M-1630

FIELD SERVICE REPORT

BAKER PERKINS INC.
SAGINAW, MICHIGAN

No. F.S. Report No. 24258
Original to Mr. Reid,
CC Messrs. Wallace, Day J. Hennecke, Feige,
Savell, Eng. File, File,
Subject Lee Bkg. Co. Atlanta, Georgia
Jet cake oven #50122

Date 11-21-56
From G. Southerland
Dept. F. Service
Total Sheets

Installed the new pilot in #2 burner and found that I could not get a good microamp reading. It fluctuated from 0 to 3 microamps. from Size 2 Rayburn

I adjusted the flame rod closer to the pilot flame and was able to obtain 2 microamps fairly steady, but when the main flame comes on this drops and the burner goes down on safety. I keep adjusting and trying.

When I have the flame rod extended out as it was when I received it, it will hold the main flame O.K. but not the pilot. When I move it back into the pilot it holds the pilot O.K. but not the main flame. In fact it did not work as well as the original one did.

I wound up by setting it in close to the pilot and then hooking up the flame rod I have installed in the main flame in parallel with it. I am now holding a steady 2 micro amps. I believe it will do the job O.K. in this manner. I have not made the installation in the #1 burner as yet.

G. SOUTHERLAND

Cop. 11-27-56
sag

DAILY FIELD REPORT NUMBER 56448

Orig: Wallace
CC: Hennecke
Fetgen
Pereda
Pierce
Barclay 2
File

Nov. 4,5,6, 1956

Lee Baking Company
Atlanta, Georgia

B/L Jet Oven 50122

11-4 Stand by. Oven seemed to be working O.K. #2 burner did shut down a couple of times but believe it was caused by the stops I have installed on the manual gas valve having the gas throttled down to the point it is starving the burner when it first comes on and robbing the vapostat of enough pressure to hold it open. Will watch it close again tomorrow.

11-5 Stand by. Removed stops from manual gas valves but burner #2 continues to go out. I am back to my original opinion that two flame rods are needed on a Ray burner. Checking all pressures, speeds of circulators etc. to make certain something heretofore unseen is effecting it.

11-6 #1 burner is still holding in O.K. but #2 dropped out several times today again. Still looking for some other possible cause besides flame rod. After talking to Saginaw today I tried reversing the circulator in #2 burner to see if the decreased suction had any effect. With the circulator running in reverse rotation I could not get enough secondary air around the burner for proper combustion. Tried several other thing. Still feel like adding second flame rod. I get a wild fluctuation on my meter when main flame comes on.

GEORGE SUTHERLAND

Corr. 11-21-56
sag

DAILY FIELD REPORT NUMBER 56447

Orig: Wallace
CC: Hennecke
Feige
Dersch
Pierce
Hensley 2
File

Nov. 2, 1956

Lee Mfg. Co.
Atlanta, Georgia

#132 N.D. Jet
Oven

Check timing of cake oven. Make and install stops for gas valves. I determined that the burners on the cake oven were burning too high so I throttled them down to the point where they were giving their best performance and installed a stop on the manual gas valve so that they can only open them to that point.

G. SOUTHERLAND

Gop. 11-23-56
eag

DAILY FIELD REPORT NO. 55811

Orig: Wallace
CC: Hennecke
Feige
Dersch
Pierce
Barclay 2
File

Nov. 15, 1956

Lee Bkg. Co.
Atlanta, Ga.

S/L Oven 50122

11-15 Was called in because burners on cake oven would not stay on. Kept them going by relighting each time oven came up to heat until days run was through.

Adjusted and readjusted until I got them back to where they would operate as I had them before Mr. Day came down. They are operating O.K. now but are at a critical point in regards to the microvamp reading with the ignition on the microvamp fluctuates between 1 and 3. and once in a while o.

GEORGE SOUTHERLAND

Cop. 11-23-56
sag

FIELD SERVICE REPORT

BAKER PERKINS INC.
SAGINAW, MICHIGAN

No. written
Original to Mr. Luther
CC Smith, Felge, Savell, File

Date 11-5-56
From G. Southerland
Dept. F. S.

Subject LEE BAKING CO. - Atlanta, Ga.
S.I. Jet Oven #50122

Total Sheets 1

Further to my phone conversation with Mr. Wallace, Mr. Reid, and Mr. Luther, last Friday, concerning operating the oven on auto high, I spent several hours of very close observation of this oven, and I fail to see any reason why it cannot be done.

The baking range of this particular customer ranges from a 9 minute bake to a 28 minute bake (that is the products which they run on Automatic). They have other products which are baked at different baking times which they do not use "auto" on.

On the 9 minute bake time there is approximately 17 seconds between tray stops. The discharge conveyor discharges the pans in 7 seconds. The engineer informs me that Mr. Clyde Ferrier did speed up the discharge conveyor (Of course, I can only take his word for it.)

The running cycle on manual is 10 minutes. The engineer informed me that the oven would be of no use to them if it could not be run on auto high.

I believe this is the information Mr. Luther desires. If I can add further to it, I will be glad to try to do so.

G. Southerland

Cop. 11-6-56
B

DAILY FIELD REPORTS NO. 56443-5

Orig: Wallace
cc: Hennecke
Feige
Dersch
Pierce
Barclay (2)
File

Oct. 31, Nov. 1 & 2, 1956

S.L. Jet Oven #50122

Lee Bkg. Co.
Atlanta, Ga.

10-31-56 Traveled from St. Louis to Atlanta.

11-1-56 Checked burners for cause of flame safeties dropping out. Reworked flame rod assembly to correct trouble. Detailed report and sketch follows.

11-2-56 Rewired discharge conveyor inch to establish safe operation. Checked time of baking and time of oven travel as per Mr. Luther's request.

Spent about half of my time today with Mr. Bob Chism on the depanner.

Geo. Southerland

Cop. 11-14-56
pf

DAILY FIELD REPORT NO. 55801

Orig: Wallace
cc: Hennecke
Feige
Dersch
Pierce
Barclay (2)
File

Nov. 7, 1956

S.L. Jet Oven #50122

Lee Baking Co.
Atlanta, Ga.

Tried extra flame rod in main burner with little or no success. Was informed by plant engineer that he was called in last night and found a tube burned out in R190 control. Tried several ways of pilot burner and flame rod adjustments to no avail. Still having wild fluctuation of micro amps. Called Joe Day and discussed possibility of ignition effecting the flame rod, and other possible causes of trouble. Tried removing ignition wire after pilot flame sets up safety circuit to check and find ignition is definitely effecting flame rod, but still am not holding enough current to eliminate nuisance shutdowns.

Geo. Southerland

Cop. 11-14-56
pf

FIELD SERVICE REPORT

BAKER PERKINS INC.
SAGINAW, MICHIGAN

No. written
Original to Mr. Smith
CC Messrs: Luther, Feige, Sawell, Eng. File

Date 11-5-56
From G. Southerland
Dept. F. S.

Subject LEE BAKING CO - Atlanta, Ga.
S.I. Jet Cake Oven #50122
Discharge Conveyor Inch

Total Sheets 1

I am enclosing the wiring diagrams #1-23-6788-650-DE, #2-23-6788-650-DE, and #1-23-6784-650-DEP on which I have made some pencil marking of changes I made here.

I discussed these changes with Mr. Luther so that he is familiar with them.

I would like to point one thing out to him, though, and that is he will note that I have 110D going to one side of the open contacts on the inch button and the other side to wire #253 instead of #241 as he suggested. The reason I changed this is to allow the conveyor to be inched to discharge the pans in the event that the safety eye shuts it down as it leaves the limit switch on which it rests. If we went directly to wire #241, it would mean that the pans would have to be removed by hand before operation could be resumed.

There are a few other pencil markins on these prints which I know nothing about. The inch button is the only thing that I made any changes on.

I told the plant engineer that these corrections would be made and a new set of prints forwarded to him.

G. Southerland

Cop. 11-6-56
B

BAKER PERKINS INC.

1956 NOV 2 AM 8:37

October 31, 1956

SAGINAW OFFICE

Subject: Lee Baking Company - Atlanta, Georgia
Jet Cake Oven, #50122

In Mr. Reid's letter dated October 18th he wanted me to make sure and make it clear to Campbell Taggart that the Lee Baking Company in Atlanta, Georgia, must be held responsibile for the Master Motor that is on the Unloader in their new Baker Perkins Jet Oven, #50122.

When I passed this information on to Mr. Ted Votteler he was of the same opinion that Mr. Reid expressed in his letter, that Baker Perkins should not be responsible for any future service or repair charges on the motor of the Jet Oven Unloader.

Thanking you most kindly for calling the above to our attention,

Cordially yours,

L. E. Barclay

L. E. Barclay

LEB:jfs

RECEIVED
NOV 2 1956
FIELD SERVICE

ORIGINAL TO MR. Wallace
COPIES TO: FILE
MR. HARLEY
MR. BRYSON
MR. HENNECKE
MR. BAKER
MR. RIEDER
MR. GORDON
MR. LEVI
MR. ARCHANGELI
MR. WALLACE ✓
MR. CLARK
MR. FIEGE ✓
MR. HOAG
MR. VALENTYNE ✓
MR. SMITH ✓
MR.
REPR. MR. Eng. File
COPIED DATE AND

DAILY FIELD REPORT NUMBER 55055

Orig: Wallace
CC: Hennecke
Cook
Dersch
Pierce
Barnley-2
Harley
Baker
File

June 25,26,27,28,29, 30, 1956

Lee Kg. Company
Atlanta, Georgia

W/L B-Jet Oven
#30122

6-25 Withdrawing cross drive shaft for unloader. Making slots in shaft for bearing set screws so as expansion from heat does not bottom bevel gears.

6-26 Cutting insulation retainers around unloader drive for amin clearance. Resleeving drive shaft and bevel gears. Wearing chains etc.

6-27 Running oven, checking unloader. Burner adjustments. Baking misc. cakes and sweet goods.

6-28 Making up and installing pan stop on cross conveyor to prevent pans from sliding over conveyor. Misc. items.

6-29 Installed new flame rod and increased length of ground rod on burner #2. This seems to be the answer to burner shutting down on safety during baking. Baking peanut cake with very good results.

6-30 Standing by during baking. First day we have operated without burner shutting down on safety and baking results very good.

G. PERRIER

Sep. 7-5-56

DAILY FIELD REPORT NO. 52746

June 14, 15, 16, 1956

Orig: Wallace
CC: Hennecke
Cook
Dersch
Barclay
Pierce
File

S.S. Direct Jet Oven
#50122 - 30 trays -
26" x 10'

Lee Baking Co.
Atlanta, Ga.

6-14-56 Running oven, painting top metalwork, miscellaneous items, and lighting up burners.

P.S. - Burners were lit and adjusted by Mr. Paul Googins, Ray Burner service man, who claims we have too much suction on #2 unit, which pulls pilot flame away from flame rod.

6-15-56 Running pans through oven. Unloading automatically. Checking and adjusting. Installing inch button for unloading cross conveyor when stopped by electric eye. Lighting burners. Lubricating oven chains, and miscellaneous items.

6-16-56 Lighting burners. Brought oven up to baking temperature (450°). Baked a few cakes, which looked good. Having trouble keeping #2 burner from shutting down on safety after desired temperature is reached on Honeywell instrument. Have made all kinds of adjustments to flame rod and air shutters on burner have to be practically closed. Have also adjusted sensitivity on instrument without results. Can suction be cut down at burner??

C. A. Furrier

Corr. 6-19-56
pf

DAILY FIELD REPORT NO. 52750

Orig: Wallace
CC: Rennecke
Cook
Iverson
Pierce
Barclay 2
File

June 19,20,21,22,23,1956

Lee Sky.
Atlanta, Georgia

S/Jet Oven 3/Lap
#50122

6-19 Removing relief doors, cutting 12" x 12" opening in duct at rear of heater box to cut down suction at burner on furnace #2. Running oven, burner adjustments.

Baking variety of misc. sweet goods with good baking results.

6-20 Removing vacumstats connections from ducts, drilling and tapping heater bodies for same to increase suction and better operation of vacumstats. Fitting copper tubing for same,misc. items. Running oven, checking burners.

6-21 Changing sprockets on drive of unloading cross conveyor to cut down speed of conveyor. Lubricating conveyor chains and tray rollers. Baking misc. variety of cakes with good results.

6-22 Running oven, burner flame rod and pilot adjustments, painting metalwork.

Running oven, baking 3# 1b. cakes with very good results.

6-23 Standing by during baking. First time we have had a run of sweet goods with oven trays loaded and baking results very good. Burners are our biggest trouble shifting down on safety with on and off of burner after reaching baking temperature.

G.A. Ferrin

Con. 6-23-56
sag

DAILY FIELD REPORT NO. 49047

orig: Wallace
cc: Hennecke
Cook
Dersch
Smith
Barclay (2)
Harley
Baker
File

June 12 thru 16, 1956

S.I. Jet Oven #50122
30-tray

Lee Bkg. Co.
Atlanta, Ga.

6-12-56 Preparation and travel. After arriving in Atlanta and securing my hotel room, I looked up Mr. Clyde Ferrier. He gave me a general idea of what the troubles were at the bakery.

6-13-56 Located trouble in oven drive circuit. Corrected same and made minor corrective adjustment on cam timer. Attempted to fire #1 burner without success. After checking circuit found shorted high tension lead connecting burner to erection wiring. This lead is supplied by Ray Burner Company with the burner. Corrected this trouble and burner worked satisfactorily to pilot. As it was quiting time we decided to wait until Thursday when the man from the Ray Burner Company would be present.

6-14-56 Rechecked #1 burner and decided to complete adjustments on unloader and cross conveyor while waiting for the Ray Burner man. Installed 50 amp. circuit breakers in place of inadequate 40 amp. breakers on circulating fans. Man from Ray Burner Company arrived so we checked out burners. #1 burner was very satisfactory. #2 burner would not hold pilot. A high resistance ground was located on the high tension lead inside the burner, to the flame on electrode. In order to make this burner hold on, it was found the draft had to be completely closed.

6-15-56 Completed all drive adjustments. At customer's request, a conveyor inch button was added to the push button station to enable operator to remove pans which may hang up and stop drive on cross conveyor safely. It was found that after oven reached heat and the instrument was satisfied it had a tendency to chatter and drop the pilot out. I readjusted the M.H. Brown instruments to make them less sensitive. This did not help much. Relay did not chatter as before, but just dropped out.

6-16-56 Heated oven to approximately 500° for break in - tightened drive chains. Adjusted gas regulators to approximately 3". Gas #1 burner eyelid very good. We are having considerable trouble getting #2 burner to return to flame-out position. It acts as if there is too much suction from the circulating fan, and it pulls the pilot away from the electrode. When the burner goes down on flame-out, thus losing pilot.

DAILY FIELD REPORT NO. 55661

Orig: Wallace
cc: Hennecke
Cook
Dersch
Barclay
Eng. File
File

July 2, 1956

Lee Eng. Co.
Atlanta, Ga.

W/L P. Jet Oven
50122

Installing thermocouple in chamber #1. Welding coupling to lining sheet under top track. Pulling in wire and connecting up same. Rewiring electrodes and flame rods in both burners with high heat resisting wire.

Changes ordered by Mr. Val. Cook.

C.A. FERRIER

Con. 7-12-56
mez

DAILY FIELD REPORT NO. 55663

Orig: Wallace
CC: Hennecke
Cook
Jersch
Barclay 2
Pierce
File

July 5,6, 1956

Lee Baking Co.
Atlanta, Georgia

S/L D.Jet Oven
50122

7-5 Making up and installing transite insulation retainers around vertical drive engine for unit-der. Packing rockwool and replacing porcelain sheets both sides of oven. Misc. items.

7-6 Extending grounding rod on burner #1 to put rod further into main flame. This has been done on both burners now and has stopped burners from shutting down on safety.

Oven and burners operating satisfactory and doing a nice job of baking.

O.A. FERRIER

Cop. 7-11-56
eag

DAILY FIELD REPORT NO. 55668

Orig: Wallace
CC: Hennecke
Cook
Dersch
Barclay 2
File

July 12, 1956

Lee Bkg. Co.
Atlanta, Ga.

S/L D.Jet Oven

Cooling down oven, chamfering tray guides at turning points as per drawings 91-130 and 139-909-IMP. Burning and grinding same.

C.A. FERRIER

Cop. 7-17-56
sag

July 5, 1956

Mr. Clyde A. Ferrier
Baker Perkins Representative
c/o Lee Baking Company
211 Moreland Avenue, N.E.
Atlanta, Georgia

SUBJECT: Jet Tray Oven No. 50122

Dear Mr. Ferrier:

During the start up of a Jet Oven similar to the one you are working on in Atlanta, we encountered some difficulty because of close clearances at the turning points. The trouble was overcome by chamfering part of the guides, and our Engineering Department has since decided that all future ovens will be revised accordingly. To eliminate the possibility of the same trouble cropping up on the Atlanta oven at a later date, it is also recommended that the guides be chamfered in a like manner.

Three drawings are enclosed with this letter, and on each drawing a red pencil mark indicates the part of the guide which is to be chamfered. Two of the drawings show the front turning points, and the other a rear turning point. The take-up, which is not shown, does not require to be revised.

Yours very truly,

BAKER PERKINS INC.

J. Reid
Field Services Dept.

JR:PF
CC:LEB
Eng. File

Enc. - Drgs. No. 91-909-IMP
130-909-IMP
135-909-IMP

DAILY FIELD REPORT NO. 52750

Orig: Wallace
CC: Hennecke
Cook
Dersch
Pierce
Barclay 2
File

June 19,20,21,22,23,1956

Lee Hwy.
Atlanta, Georgia

D/Jet Oven S/Lap
#50122

6-19 Removing relief doors, cutting 12" x 12" opening in duct at rear of heater body to cut down suction at burner on furnace #2. Running oven, burner adjustments.

Baking variety of misc. sweet goods with good baking results.

6-20 Removing vacuumetats connections from ducts, drilling and tapping heater bodies for same to increase suction and better operation of vacuumstats. Fitting copper tubing for same, misc. items. Running oven, checking burners.

6-21 Changing sprockets on drive of unloading cross conveyor to cut down speed of conveyor. Lubricating conveyor chains and tray rollers. Baking misc. variety of cakes with good results.

6-22 Running oven, burner flame rod and pilot adjustments, painting metalwork.

Running oven, baking 3½ lb. cakes with very good results.

6-23 Standing by during baking. First time we have had a run of sweet goods with oven trays loaded and baking results very good. Burners are our biggest trouble shifting down on safety with on and off of burner after reaching baking temperature.

C.A. FERRIER

Cop. 6-28-56
sag

DAILY FIELD REPORT NO. 52746

Orig: Wallace
CC: Hennecke
Cook
Deutsch
Barclay
Pierce
File

June 14, 15, 16, 1956

S.L. Direct Jet Oven
#50122 - 30 trays -
26" x 10'

Lee Baking Co.
Atlanta, Ga.

6-14-56 Running oven, painting top metalwork, miscellaneous items, and lighting up burners.

P.S. - Burners were lit and adjusted by Mr. Paul Goggins, Ray Burner service man, who claims we have too much suction on #2 unit, which pulls pilot flame away from flame rod.

6-15-56 Running pans through oven. Unloading automatically. Checking and adjusting. Installing inch button for unloading cross conveyor when stopped by electric eye. Lighting burners, lubricating oven chains, and miscellaneous items.

6-16-56 Lighting burners. Brought oven up to baking temperature (450°). Baked a few cakes, which looked good. Having trouble keeping #2 burner from shutting down on safety after desired temperature is reached on Brown instrument. Have made all kinds of adjustments to flame rod and air shutters on burner have to be practically closed. Have also adjusted sensitivity on instrument without results. Can suction be cut down at burner??

C. A. Perrier

Cop. 6-19-56
pf

DAILY FIELD REPORT #52742

Orig: Wallace
cc: Hennecke
Cook
Dersch
Barclay (2)
File

June 8, 1956

Lee Baking Company
Atlanta, Ga.

S.I. Jet Oven #50122

6-8 Cutting 5" hand hole in porcelain sheet for access to steam damper rod. Installing porcelain sheets; notching sheets to clear various obstacles. Miscellaneous items.

C. A. Perrier

Cop. 6-13-56
B

DAILY FIELD REPORT #52737

Orig: Wallace
cc: Hennecke
Cook
Dersch
Barclay (2)
File

June 1, 1956

Lee Baking Co.
Atlanta, Ga.

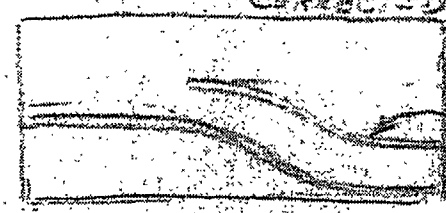
Jet Oven #50122

6-1 Removing trays. Installing 17 jet shields in top baking chamber and 5 jet shields in bottom chamber. Replacing trays and grids. Making up insulation shield for light source on electric eye.

G. A. Ferrier

Corr. 6-18-56
B

Dwg # 41-909-I
CORRECTED



FC (B) ADDED

DAILY FIELD REPORT NO. 52733

Orig:	Wallace	May 28,29,30,
CC:	Hennecke	1956
	Cook	Lee Bkg. Co.
	Dersch	Atlanta, Ga.
	Barclay 2	#50122
	File	D/Jet Oven

5-28 Making up and installing hold down shoe for oven chain right hand bottom track at unloader, running and checking trays.

5-29 Making up angle bracket for front sliding door counterweight to prevent throwing same over pulleys. Replacing finish front sheets, misc. items.

5-30 Tightening up springs for counterweight on discharge conveyor. Reinforcing chain roller guides for top tracks front of oven. As per changes ordered by Mr. J.Cook.

C. A. FERRIER

Con.65-56
sag

INSPECTION REPORTS

Control Panel

TYPE S.L. Tray Oven 30 Trays INSPECTION DATE 4-16-56

MACHINE NO. 50122 SO _____ RO _____ WO 4446

CONTRACT NO. M-41111

CUSTOMER Lee Bakery

ADDRESS Atlanta, Ga. 220-60-3

MEMO: 1-G.E. Electronic Timer #CR7504A142G3, 115/230-50/60 A/P 853-650

Dial #6696-650-19-DE

20-G.E. Relays #CR2790-B100A, Coil #6960026G10

1-G.E. Relay #CR2810-A14AJ, Coil #22D135G3 (DBR1)

1-G.E. Relay #CR2810-A14AC, Coil #22D135G3 (DBR)

1-G.E. Photo Electric Relay #CR7505-A201-G2, 115/230-50/60

1-Adlake Relay Type 1040-44-488, 220-50/60, 1200 to 2000 Sec. Release, Quick make, Serial #170108

2-Brown Pyro-vane Pyrometers, Model #10504P-22, 230-60, 0 to 1200°F Serial #820491, 820492

2-MH Protectorelays Type RA190B2L0A2, 230-60, 2 to 4 Sec. response with warp Switch Jumped out.

2-Adlake Relays Type 1040-44-135, 220-50/60, 300 Sec. make, Serial #163794, 166116

2-Adlake Relays Type 1040-44-2, 220-50/60, 9 to 11 Sec. release, Serial #166139, 166153

Panel tested - Checked in Electric shop with Burners

Changed flame Rod cables in shop.
Ray Gas Burners Size 1 PGF #214806, 214809
Installed Arrow Toggle Switches #8642 in Burner Control

GENERAL FOREMAN _____

FOREMAN _____

INSPECTOR _____

ELECTRICAL INSPECTOR _____

INSPECTION REPORTS

Control Panel

TYPE S.L. Tray Oven 30 Trays INSPECTION DATE 4-16-56

MACHINE NO. 50122 SO _____ RO _____ WO 4446

CONTRACT NO. 01-41111

CUSTOMER Lee Bakery

ADDRESS Atlanta, Ga. 220-60-3

MEMO: 2-Constant Pilot Ray Gas Burners.

Wiring Diagram # 1-2S-6788-650-DE (Panel)

" " 2-2S-6788-650-DE (Oven)

Line Diagram # 1-2S-6784-650-I (Drive)

" " # 6863-650-LD (Burner)

2-G.E. Magnetic Switches # CR7006-D101A, Coil # 22D156G3, Heater Unit # 81D562 (Cir. Fans)

3-G.E. Magnetic Switches # CR7006-B101A, Coil # 22D155G3, Heater Units:

81D553 (Exhauster)

81D543 (Cross Conveyor)

81D546 (Unloader)

1-G.E. Magnetic Reversing Switch # CR7009C101B, Coils # 22D151G3

1-G.E. Multi speed Switch # CR7107C100A, Coils # 22D151G3, Heater Units:

(Drive High Speed # 81D553)

(Drive Low Speed # 81D550)

GENERAL FOREMAN _____

FOREMAN _____

INSPECTOR _____

ELECTRICAL INSPECTOR Wm Plumbeck

lne
12-5-52

INSPECTION REPORTS

Control Panel

TYPE S.L. Tray Oven 30 Trays INSPECTION DATE 4-16-56

MACHINE NO. 50122 SO RO WO 4446

CONTRACT NO. M-41111

CUSTOMER Lee Bakery

ADDRESS Atlanta, Ga. 220-60-3

MEMO: 1-G.E. Electronic Timer #CR7504A142G3, 115/230-50/60 A/P 853-650

Dial #6696-650-19-DE

20-G.E. Relays #CR2790-E100A, Coil #6960026G10

1-G.E. Relay #CR2810-A14AJ, Coil #22D135G3 (DBR1)

1-G.E. Relay #CR2810-A14AC, Coil #22D135G3 (DBR)

1-G.E. Photo Electric Relay #CR7505-A201-G2, 115/230-50/60

1-Adlake Relay Type 1040-44-488, 220-50/60, 1200 to 2000 Sec. Release, Quick make, Serial #170108

2-Brown Pyro-vane Pyrometers, Model #10504P22, 230-60, 0 to 1200°F Serial #820491, 820492

2-MH Protectorways Type RA190B2LCA2, 230-60, 2 to 4 Sec. response with Warp Switch Jumped out.

2-Adlake Relays Type 1040-44-135, 220-50/60, 300 Sec. make, Serial #163794, 166116

2-Adlake Relays Type 1040-44-2, 220-50/60, 9 to 11 Sec. release, Serial #166139, 166153

Panel Tested & Checked in Electric shop with Burners

Changed Flame Rod Cables in shop.
Ray Gas Burners Size 1 OGF #214806, 214809
Installed Arrow Toggle Switches 8642 in Burner Controls

12-5-53

GENERAL FOREMAN

FOREMAN

INSPECTOR

ELECTRICAL INSPECTOR

DAILY FIELD REPORT NO. 50098

Orig: Wallace
CC: Hennecke
Cook
Dersch
Rieder
Oberschmidt
File

April 13, 1956

S.L. Dia. Jet Oven #50122
30 trays, 26" x 10'

Lee Eng. Co.
Atlanta, Ga.

Installing center partition sheets cross by-pass ducts. Redrilling holes in rear by-pass duct to match holes in partition sheets.

C. A. Ferrier

Cop. 4-25-56
pf

April 17, 1956

Mr. Clyde Ferrier
Baker Perkins Representative
c/o Lee Baking Company
211 Moreland Avenue, N. E.
Atlanta, Georgia

Subject: Jet Oven #50122

Dear Mr. Ferrier:

Please install one M-H Vaporstat L-408-3 R1 x 3, range 0-16 oz. between the Maxon Safety shut off valve and burner. The assembly is shown on the marked print of Drg. #4575-080-DE.

Tap the general controls valve or adjoining pipe fitting for an adaptor for the 1/4" copper tubing. This, in turn, connects with a 1/4" nipple on which the Vaporstat is mounted.

The Vaporstat itself is being sent you on Repair Order #13610, the balance of the material to be purchased locally.

Please keep your time sheets separate for this work as it is to be charged to the Engineering Department.

Prints of the following revised wiring diagrams are included:

Drg. #4575-080-DE
#6863-650-LB
#2-28-6784-650-IND
#1-28-6788-650-DE
#2-28-6788-650-DE

Yours very truly,
BAKER PERKINS INC.

K. White
Field Services Dept.

KW:B
CC:LEE - Eng.
Enc.

ENGINEERING DEPT. MEMO

BAKER PERKINS INC.
SAGINAW, MICHIGAN

No. 14677 Date April 10, 1956

Original to Mr. H. K. Smith From J. Savell

CC Messrs. Hennecke, Bryson, Pierce, Feige, Wallace, Cook, Dersch, Sager, Com.File, Engr.File. Dept. Oven Engr.

Subject Total Sheets - 1 -

SUBJECT: LEE BAKING CO., ATLANTA, GA. (M-41111)
DECARLOS, SAN PEDRO, CALIF. (M-41310)

REF: Jet Ovens

Please revise the burner control wiring and panels to constant pilot ignition similar to Colonial Baking Company, Indianapolis, per instructions from Mr. Cock this morning.

We understand these panels are still in Saginaw.

Ro 4/17/56

J. Savell

N

INSPECTION REPORTS

14-909-ANT 92-909-DE 72-909-DE

TYPE -909 UNLOADER & CONV. OVEN INSPECTION DATE 3-14-56

MACHINE NO. 50122 SO _____ RO _____ WO -1-42

CONTRACT NO. M-4111

CUSTOMER LEE BARNES CO.

ADDRESS ATLANTA, GA.

MEMO: 26" x 10'-0" OVEN UNLOADER AND CROSS CONVEYOR

UNLOADER MOTOR - MASTER R.A. GEAR HEAD MOTOR (P.O. 37718)

SERIAL NO CW32278 STYLE 238816 TYPE P.H.

FRAME 203RW MOUNTING POS. 1-A CODE J

1 HP 1740X96 R.P.M. 208/220/440V. 3.6/1.8 AMP. 60-3

MAX. RET. TORQ. 9 FT.LBS. 0.4/0.2 AMP

with Brake end cap.

CROSS CONVEYOR MOTOR - G.E. PARALLEL GEAR HEAD MOTOR

GEAR MODEL 7GG220A1 GEAR RATIO 14.28:1 MTG. POS. 100

MOTOR MODEL 5K43MG123 SERIAL NO NN CODE K

3/4 HP 1725X125 R.P.M. 208-220/440V. 2.6/1.3 AMP 60-3

(P.O. 45796)

GENERAL FOREMAN _____

FOREMAN _____

INSPECTOR FARRAND

ELECTRICAL INSPECTOR _____

Ice
12-5-52

APV Baker Inc.
1200 W. Ash St.
P.O. Box 1718
Goldsboro, NC 27530-1718
Tel: 919-735-4570
FAX: 919-735-5275

June 30, 1989

MR. JOE PICKETT
COLONIAL BAKING COMPANY
211 Moreland Avenue, N.E.
Atlanta, Ga. 30307

REFERENCE: OVEN SERIAL NO. 50122
P.O. 382344

Dear Mr. Pickett:

Thank you for your recent order requesting our Engineering assistance in updating your Baker Perkins oven to present day O.S.H.A configuration.

Before we can complete the engineering required, we must determine if any changes have been made to the oven, since its original installation. To accomplish this, we are sending two (2) sets of drawings to your attention. Mark up each set of drawings to show any changes, additions, or deletions, that have been made to the oven circuitry, since these original drawings were made. The objective of marking up these drawings is to give our engineering department accurate "as is now" specifications from which new drawings will be made. From these new drawings, will follow our recommendations of what is necessary to upgrade your oven to present day O.S.H.A. configuration. Please sign, date, and return one (1) set of drawings to:

Mr. Jim Newkirk
APV BAKER, INC.
1200 W. Ash Street
Goldsboro, N.C. 27530

Keep one (1) set of the marked drawings for your reference, when our engineers call with questions and requests for clarification.

GN-A5-008-9

On behalf of APV BAKER, thanks again for this opportunity to be of service.

Regards,

APV BAKER INC

Keith B. Reed

KEITH B. REED
MANAGER, SERVICE PARTS

KBR:sb

cc: JIM NEWKIRK
FIELD SERVICE
JACK FIELDS-CTI
DOCKET FILE
COMMERCIAL FILE

ENCLOSURE TWO (2) EA. PRINT 6863-650
1-2S-6788-650
2-2S-6788-650

April 7, 1956

MAIN OFFICE

Subject: Lee Baking Company - Atlanta, Georgia
Colonial Baking Co. - Nashville, Tennessee
Colonial Baking Co. - Memphis, Tennessee

The following report covers a trip that I made with Mr. Ted Votteler last week to the Lee Baking Company in Atlanta, Georgia, Colonial Baking Company plant in Nashville, Tennessee, and the Colonial Baking Company plant in Memphis, Tennessee. I will cover each one of these bakeries seperately.

LEE BAKING COMPANY - ATLANTA, GEORGIA

Mr. Votteler and the writer arrived at the Lee Baking Company plant in Atlanta, Georgia, on Tuesday at noon, March 27th. We were met by Mr. Westerstrom, who is the president of this plant, and we were shown through their large addition which has just been completed. I believe this new addition of a truck area as well as basement parking, and a new Oven, shipping room, and cake addition, were just completed at a price well over a million dollars.

We also met Mr. Hogen Mitchell, the assistant manager of this plant, Mr. Bill Foster, the general superintendent; Mr. John Shoptaw, the superintendent of the bread department; Mr. Walter Marby traveling engineer for the various bakeries of Campbell Taggart throughout the Southeastern Territory. We later met Mr. Clark Robinson, the plant engineer.

Mr. Clyde Ferrier was on hand to show us the installation which he has just completed of a new 120' x 10'-2" Direct Gas Fired Tunnel Oven, with automatic grouping and loading of the Tunnel Oven, and also a Directran Depanner and bread conveyors.

According to Clyde they started baking in this Oven with a few batches on Thursday, March 22nd. They are now baking their full run of Colonial which is their main production loaf, and I would say that the results are all right except for the lack of spring in the loaf, that is, it didn't seem to get much of a kick in the Oven. From the general conversation it seems that they are working on this problem, and as you know they have an old Baker Perkins Direct Gas Fired Tray Oven and a Baker Perkins Multicycle Tray Oven which they have been baking this particular loaf of bread in. They seem to obtain more oven spring in these other Ovens than they do in this new one, but I am sure that after some experimenting they will have this matter taken care of, but they did say something about the oven spring.

The grouper that takes care of the pans as they are fed into the feed end of the Oven was operating rather smoothly except for the jar that the front pan took when the stop was in the raised position to hold the pans back. This condition was helped quite a bit by the operator that loaded this grouper with less pans; however,

if he had too few pans then they would miss one pan across the Oven width. This of course caused trouble at the Depanner. Here again, I expect that they will work this out after they have operated the Oven for a few weeks.

Mr. Ferrier showed me and Mr. Vottoler how the Delidder works with the wide Pullman pan lids, and also what he had to make it work. They were not using the Oven for Pullman bread at the time we were there, so there was no way of showing how the Delidder would work under production.

Mr. Ferrier has done his regular clean line job on this installation and it looks very nice. I like the new finish that you have on the Oven, that is without the clipped stainless steel retaining strips and the way that the sheets fit at the bottom of the frame. I believe this is really an improvement. The operator can now take a sheet off and get it back without any fooling around. There is one matter that was brought to my attention by Mr. Ferrier and that is the packing of these sheets. The finish sheets shouldn't be packed with as many in a crate because they have a tendency to bend or strap the enamel on the extreme end of the sheets where they are cut out to fit on the bottom angle.

COLONIAL BAKING COMPANY - NASHVILLE, TENN.

On Wednesday we arrived at the Colonial Plant in Nashville, Tennessee, and was met by Mr. Bill Kmith. When we arrived at the bakery we met Mr. John Burr the chief engineer, as well as Cecil Herman the plant superintendent. Our Mr. Jim Cole was at the plant to show us the new Baker Perkins Straight Jet Bun Oven.

We remained at the bakery throughout the complete day and evening run of all of the varieties that went through the Jet Tray Oven, and I must say that everything was satisfactory with the customer except for the cluster buns. Regarding the cluster buns, they seemed to look all right as they went through the Oven except that it took a long time for them to get any color; however, when they came out of the Oven you could see that the bottoms were pulled away from the pans, and also when they were cooled they seemed to shrink or collapse.

It was Mr. Vottoler's opinion that the reason these buns pulled away from the pan as well as collapse was that they were not getting a sufficient amount of heat and that they were not being baked. When they baked these particular buns at a nine minute bake everything seemed to be more or less satisfactory; however when they went into a seven minute bake which they want the buns then did as I have mentioned above.

Mr. Vottoler asked our Mr. Cole to leave the burner on longer. It seemed that the burner was only on for a very few seconds and was off for a greater number of seconds. Mr. Vottoler felt that if the burner was kept on about 75% of the time that it would probably give a more solid heat than a flash heat the way it was doing.

Saginaw Office April 3, 1956

I must say that everyone at the bakery was very cooperative with Mr. Cole and they like him very much, so I am sure that it will not be too long before this problem in baking the cluster buns is overcome.

COLONIAL BAKING COMPANY - Memphis, Tennessee

We arrived at the Colonial Baking Company plant in Memphis, Tennessee, on Thursday morning and were met by Mr. Wayne Grout the president of this plant. At the bakery we met Mr. Rob Whitley the plant superintendent, as well as our Mr. Arthur Lloyd.

Mr. Lloyd took Mr. Vatteler all around the Oven and showed him what he had done and etc, and I think that Mr. Vatteler was very much impressed at the headway that Mr. Lloyd had made.

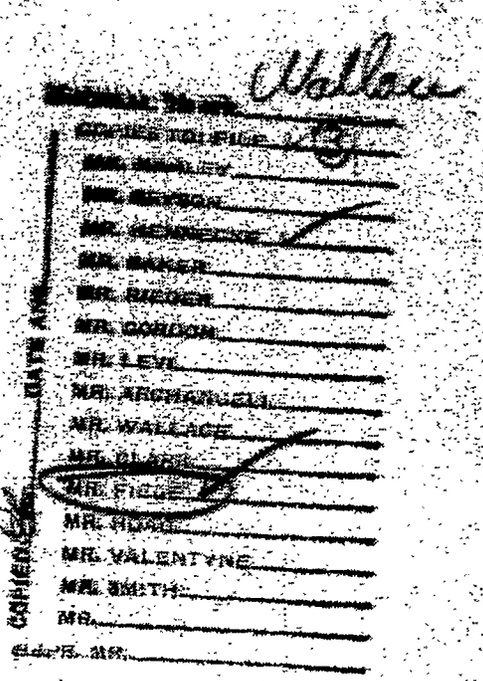
According to Mr. Lloyd he felt that the electricians were to start wiring the Oven on that particular day, so unless he is set back by some other shortages he should be able to have the Oven started as far as the electrical and gas equipment is concerned within the next two weeks.

Cordially yours,

L. E. Barclay

L. E. Barclay

LEB:jfs



ENGINEER'S REPORT

BAKER PERKINS INC.
SAGINAW, MICHIGAN

No. 568 Date July 6, 1956

Original to Mr. A. S. Wallace (2) From H. H. Hennecke

CC Messrs. R. A. Baker, L. E. Barclay, C. Bryson, J. V. Cook, Dept. Engineering
J. A. Dersch, E. O. Engels, H. Paige, P. B. Harley, P. H. Valentyne,
Com. Files Total Sheets

Subject: LEE BAKING COMPANY - ATLANTA, GEORGIA

Re: #132 Single Lap Direct Jet Tray Oven, 30 trays, 26" x 10'-0"

The writer spent the time from Wednesday evening, June 27th, to Saturday, June 30th, at Atlanta with Mr. J. V. Cook to observe the cake baking performance of the above oven. On Thursday morning, June 28th, I met Mr. R. W. Westerstrom, President, who introduced me to Mr. Hogan Mitchell, Sales Manager; Mr. Wm. Foster, Bakery Superintendent; Mr. J. Moore, Cake Shop Superintendent; Mr. Bishop, Cake Shop Foreman, and Mr. Clark Robinson, Plant Engineer.

I arrived in Atlanta at 11 P. M. on Wednesday, June 27th, and went directly to the bakery with Mr. Cook to observe the baking of Pound Cake which was the last production item on Wednesday's schedule.

There was no cake production scheduled for Thursday, June 28th, and the day was spent with general inspection of the oven and burner adjustments. I also had occasion to see the new Baker Perkins 110' Direct Gas Fired Bread Oven in operation. Observations regarding this equipment are contained in my Report #569.

The erection of the cake oven was done by Mr. Clyde Ferrier, and baking operations had been going on for about ten days prior to my arrival.

The general appearance of the oven is good and it has functioned as intended from the first day of baking.

Some difficulties were experienced with the flame rod of the burners. The Ray Burner representative, who had been at the plant during the previous week, had not been of any assistance, and Mr. Ferrier was disappointed in the service which he was able to render. Mr. Cook tried various positions of the flame rod and came to the conclusion that the constant spark ignition was interferring with the operation of the flame protection. A Minneapolis-Honeywell service man was called in for consultation, and it was decided to move the ignition to the outer rim of the burner nozzle. This overcame the difficulties and future installations should be set up in this manner.

Before putting the oven into operation, deflecting baffles were placed over all jet openings which reduced the velocity of the hot gases before striking the pans.

ENGINEER'S REPORT

BAKER PERKINS INC.
SAGINAW, MICHIGAN

No. 568 Date 7-6-56
Original to From
CC Dept.
Subject Lee Baking Co. - Atlanta, Ga. Total Sheets -2-

The horizontal discharge works well, but its mechanical execution can be improved. It is necessary to redesign the bevel gear housing on the end of the pusher cross shaft which operates the raising and lowering conveyor. The present design has the thrust bearing located at the drive end, and as the shaft expands under heat, the bevel gears at the opposite end are pushed together causing binding and rapid wear. It is essential that this gear box be redesigned before further ovens are shipped; obviously, any bevel gear drive should have the thrust bearings located next to the gears.

The slat type discharge conveyor is an improvement over the roller conveyor used on previous designs and should be accepted as standard in the future. The slat conveyor runs quietly and has the advantage of having an extension to carry the pans to the outside of the oven wall.

Mr. Cook has added an inching button to the electrical circuit of the discharge conveyor which can be used in case the electric eye fails.

A pan stop extending over the full length of the discharge was added to prevent pans from overshooting the outer edge of the conveyor.

The two-speed drive arrangement of the oven is not used as intended. It is more convenient to the operator to run the oven in the high speed range at all times, thus gaining extra time for loading operations. The high range of baking time indicator dial should be graduated for the full baking range, and future ovens should only have single speed drives. The roller chain drive from the motor to the main oven conveyor shaft appears to be simpler and less expensive, and it is recommended that this type of drive be used instead of the enclosed gear box on all future ovens, with the exception of the very large sizes.

The steam injectors on this oven have not yet been tried since none of the goods on the production schedule require the use of steam.

Inspection windows in cake ovens accumulate a layer of grease on the inside after very few hours of operation and are, therefore, useless unless cleaned daily. It is recommended that we supply inspection openings (peep holes) of sufficient size which can be readily opened to observe the goods.

ENGINEER'S REPORT

BAKER PERKINS INC.
SAGINAW, MICHIGAN

No. 508 Date 7-6-56

Original to From

CC Dept.

Subject Lee Baking Co. - Atlanta, Ga. Total Sheets -3-

Friday's schedule called only for baking of Pound Cake in the new B.P. Direct Jet Oven. The first product was an 11 oz. cake baked in tin pans 6-1/2" x 4-1/2" x 2-3/4" high, strapped in sets of five and loaded at 9 sets per tray. This cake is baked in corrugated paper liners. It is a cheap Pound Cake which is cut in half and sold at 10¢ per piece retail. The cake contains only 25% shortening. It is baked at 415° F. for thirty minutes. The finished cake is 2-3/4" high in the center and measures only 1-1/2" at the sides and ends. There is no objection to this irregular shape since it gives the appearance of larger volume than when produced with a level top surface. The inside temperature of the finished cake was 208° F. upon leaving the oven. Total production for the day was 1300 lbs.

Before starting production of the large Pound Cake, oven temperatures had to be reduced from 415° F. to 340° F. This required approximately 45 minutes with the burners shut off. Mr. Foster and Mr. Moore would like to have an arrangement whereby the circulating fans can be used to draw in cold air for rapid reduction of temperature. It is not possible to bake the large Pound Cake at the beginning of the day's operations since it requires a long baking time, resulting in almost two hours shut down in the mixing room. Mr. Cook reported that prior to my arrival, he had cooled the oven down in fifteen minutes by opening the explosion doors at the end of the burner tunnels. This allows cold air to be drawn into the oven and would give the desired results. I offered to have the necessary drawings for a quick opening explosion door prepared in Saginaw and to submit a quotation for this added feature through our Dallas office. Mr. Foster prefers this course of action to any make-shift arrangement which could be done by their own Plant Engineering Department, and he is willing to wait until drawings and quotations are available. Will Mr. Feige please give this matter his early attention.

The large Pound Cake is baked in tins 25" x 7-3/8" x 7-3/4" high. The pans have a 3/4" x 2-3/4" wood liner along the side and ends. (See Drawing 651-250-D attached). The cake contains 46% shortening (in relation to flour) and is baked at 340° F. for 2 hours and 15 minutes. Weight of batter per pan is 6 lbs. Each oven tray is loaded with 14 pans pushed closely together, making the holding capacity of the oven 2,520 lbs. of cake. Hand loading requires approximately 35 minutes. The oven speed is then set to 33 minutes permitting the pans to make three complete cycles before automatic unloading begins. The finished cake is about 3-1/2" x 5-1/2" in cross section, level on top, with ends and sides approximately 1/4" lower than the center. It is cut into 6 one-pound pieces which are sold at 35¢ each.

ENGINEER'S REPORT

BAKER PERKINS INC.
SAGINAW, MICHIGAN

No. 568 Date 7-6-56
Original to From
CC Dept.
Subject Lee Baking Co. - Atlanta, Ga. Total Sheets -4-

Production on Saturday, June 30th, started at 4 A. M. and continued until about 8 P. M. The production of yeast raised goods (Raisin Rolls and Cinnamon Rolls) was completed at 12:30 P. M., and following this, a variety of cakes were produced concluding the schedule with heavy Pound Cake. A complete list of items baked in this oven is attached, giving weight of doughs, baking times, and baking temperatures. Both Mr. Foster and Mr. Moore are completely satisfied with the performance of the oven on all products. There is no problem in the baking of layer cake which comes out reasonably level or in the baking of Pound Cake where the slight pinching and pulling is accepted as normal. It must be realized, however, that Pound Cake and layer cake formulas at this plant call for less shortening than may be used elsewhere. I feel confident, however, that cakes of somewhat richer formulas as employed at Fuchs, Miami, and other cake shops could be successfully produced in this Direct Jet Fired Oven as long as the deflecting baffles over the jet outlets prevent direct impingement of high velocity air upon the bottom and sides of the cake pans.

I left Atlanta for Miami early Sunday morning, July 1st.

H. H. Heinecke

HHH:ejs

LEE ATLANTA

Minneapolis-Honeywell Regulator Company

First in Controls

1840 NORTH MICHIGAN AVENUE • SAGINAW 57, MICHIGAN • PHONE 3-5435

August 28, 1956

RECEIVED
AUG 31 1956
FOOD ENGR.

$50122

J.M. Day Company
1840 N. Michigan Avenue
Saginaw, Michigan

Gentlemen:

We have received the following report from Mr. W.J. Harper of our Atlanta office concerning a Ray Burner on Baker Perkins oven at Lee Baking Company:

"The above customer contacted us requesting service on a new Baker Perkins Oven which they were experiencing some control problems. I called on this customer and after checking his flame protection equipment, I found that he had an inefficient amount of ground area to the pilot. We were able to get only ½ Microamp reading with the pilot on. As you know this is insufficient for satisfactory operation.

I helped the customer to add additional ground area and we were able to get approximately 2½ Microamp reading after doing this. This reading was sufficient to hold the Protect-O-Relay in and allow the main gas burner to come off, however, at this point we experienced additional trouble. When the main burner came on, the Microamp would drop off to 0 for a period of approximately 1 to 1½ seconds and would then come back up to the 2½ Microamps that it was previously reading, provided that the relay did not knock the system off.

It is possible for the customer to operate sometimes as much as several hours with this condition persisting without losing his flame entirely, although this condition is aggravating and does slow down production some. I further checked the situation over and found that the pilot is being fed from a ¼" O.D. copper tubing where as the main burner is being feed by a large pipe. At this point, the way I see it, several things could be causing us to lose our flame on the pilot when the main burner comes off.

1. The main burner may be pulling the pilot flame away from the pilot itself.
2. The main burner when it comes on may be, due to the large pipe to the main burner, starving the pilot line causing us to temporarily lose our pilot.
3. The orifice in the pilot line may be drilled too small to allow a sufficient flow of gas.

I will be very glad to work with anyone from Baker Perkins or Hay Oil Burner in trying to get this situation cleared up. If you need further information pertaining to this job, I will be glad to furnish it.

Sincerely,

Wayne I. Neal
Industrial Division

WIN/ea

FIELD SERVICE REPORT

BAKER PERKINS INC.
SAGINAW, MICHIGAN

No. Written Report
Original to J. Reid
CC Wallace, Feige, Luther, Savell, J. Day, Barclay, Eng. File, Com. File
Subject LEE BAKING CO.
Atlanta, Ga.
(S.L.Oven #50122 - Flame Safety)

Date Nov. 8, 1956
From Geo. Southerland
Dept. F.S.
Total Sheets

This morning I started out by switching pilots in #1 and #2 burners to determine positive source of trouble. This switched the trouble to #1 burner while #2 worked okay. This was conclusive to me that my trouble was mainly with the pilot and pilot flame rod assembly.

I then adjusted the gas pressure regulator on the pilot of #2 burner (using #1 pilot) and also the primary air, until I had the best condition I could get. I then took the two pilots and compared them and made #2 conform to #1 as close as I could.

I then replaced #2 pilot in #2 burner and with minimum adjustments I obtained satisfactory results by starting burner, and as soon as the flame safety circuit was set up I would jerk the ignition wire off. This encouraged me to the extent that I figured that if I can get the ignition to cut off at the same time R4 drops out I would be out of trouble. Therefore, I removed wire #112A from gas ignition coil and connected it to a wire which I ran to #4 contact on 2FS. Here I received another disappointment. The pilot would come on, set up the safety circuit okay, but by that time the main burner would come on, rob the pilot and drop out the safety, which calls for a restart again, which would repeat the foregoing, etc.

I then called our office and talked to our Mr. Reid, Mr. Savell and Mr. Luther. After talking with them, and it was decided that I get it back into operation as it was and await word from them on Friday, I went back to work and found that I could not even get it to set up the safety controls long enough to open the maxon valve. I was still trying when they called me again, and Mr. Luther suggested that I reinstall the flame head and rod, which I had purchased locally, in the main burner and wire it for an intermittent ignition.

After this conversation I drilled the pilot orifice a bit larger. This did help in getting a smoother pilot, but I would still lose my safety circuit due to interference from the ignition, or if I had the ignition wire off the main burner coming on would knock it out. To comply with Mr. Luther's request I switched RA190 relays, but this had no effect. I then installed the flame head and rod in the main burner and paralleled it with the pilot flame rod. I tried it this way several times, but the ignition would knock it out. I then used a spare relay which is in the main panel, which I am calling R5. I wired it as I have shown in the attached sketch.

After I had this completed I started the burner and was rewarded with success. I proceeded to shutdown the burner and turn it on again for 25 times without a flame failure. I made these shutdowns both by turning off the burner switch and by raising and lowering the pyrometer. I know that this test does not nearly equal the number of times the burner will have to operate in, say a week's

I still feel like the ignition (even though it is only on for a few seconds) can be a source of trouble on this type of burner. It seems that it is aggravated by the suction of our system. It is very erratic and it seems to travel on the pilot burner barrel.

I have been told that two ohm meters have been burned out while checking the micro amps on this burner, and the other day a tube was found to be burned out in the #2 R4190 control. This may or may not be a result of the ignition, but it appears to me to be so.

I have been handicapped by the fact that this oven is in use almost constantly, the longest shutdown period being from about 10:AM Thursday to 8:AM Friday. I have had to stand by and work a few minutes at a time whenever I could. I am quite sure that the customer is going to demand that I do not leave here for several days after successful operation is achieved, and I do not blame them too much for feeling this way after seeing what I have seen this past week.

One thing, for instance, they have had no literature on this burner to go by. The literature which is included in our service manual is on the Ray #2 Type PGP, and these burners are #1 Type PGP, which have a completely and entirely different type of pilot, and since the source of the trouble is in the pilot and pilot flame rod assembly you can readily see that they have had to trust to their own initiative and ingenuity to cope with the situation. There have been service men from B.P., Ray and Minneapolis-Honeywell here. Each has spent one, two or three days and has left with the trouble still remaining. No one has ever done anything to correct it. When you have as many as 14 nuisance shutdowns in one day, you have something to complain about. Many of these shutdowns resulted in a loss in unbaked products, which had to be thrown out.

Before joining the B.P. staff I had a lot of experience with the Ray burner, and I have always liked it, but on a B.P. oven I like the B.P. suction type burner better, and I am at a loss for a reason why we are installing these Ray burners now. It can't be for the service angle, because I have yet to call a Ray service man in on one of them that could help me.

Geo. Southerland

Cop. 11-13-56
pf

FIELD SERVICE REPORT

BAKER PERKINS INC.
SAGINAW, MICHIGAN

No. Written Report
Original to J. Reid
cc Wallace, Paige, Luther, Sewell, J.Day, Barclay, Engr. File, Com. File
Subject: LEE BAKING COMPANY
Atlanta, Ga.
(S.I. Oven #50122 - Flame Safety)

Date: Nov. 2, 1956
From: Geo. Southerland
Dept. F.S.
Total Sheets

On trying to light up this morning #1 burner refused to light. After several tries we held in R4 and R3 until the flame safety was set up and it operated okay from then on.

No. 2 burner lit up all right and came up to heat, but when the pyrometer shut off the burner it would snuff out the pilot. This occurred each time the pyrometer became satisfied. Because of my having the ignition wired through R5 it would not relight the pilot without going through the start up cycle again. I removed the wire from R5 and reinstalled it in parallel with the pilot valve as it was in the beginning. This, of course, relights the pilot as the main burner goes off to hold the flame safety circuit in.

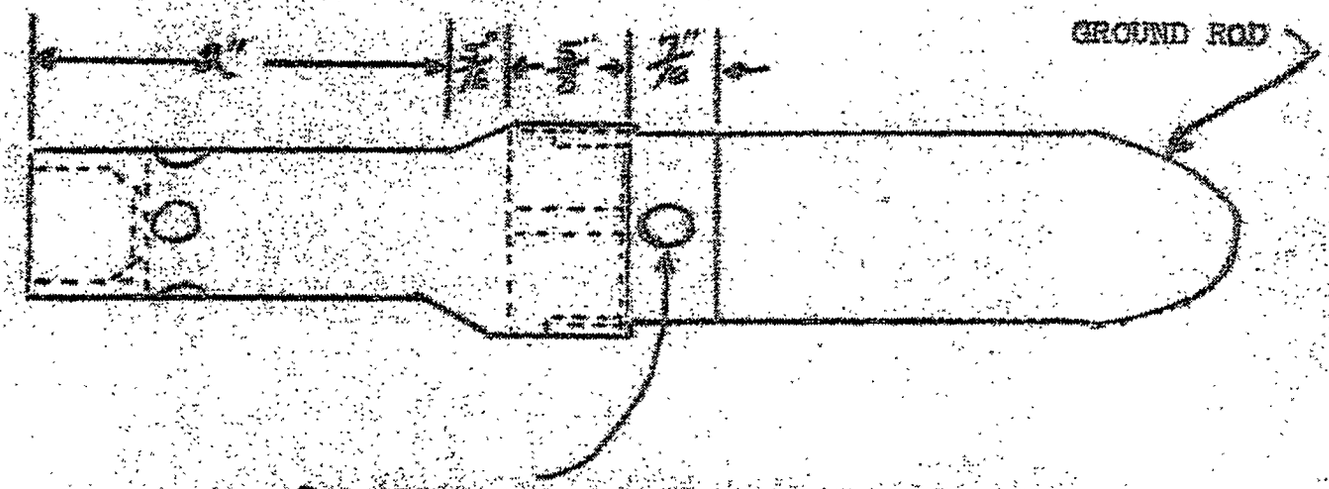
Shortly after lunch I exchanged pilots in the two burners. This shifted my trouble from #1 burner to #2. To me this is definite proof that the trouble is in the pilot and flame rod assembly. Using the #1 pilot in #2 burner I started it and as soon as the safety circuit was set up I removed the wire from the ignition transformer and the burner operated the rest of the day in this manner without a shutdown. Here again is definite proof that if we get a good pilot and flame rod assembly we can operate effectively with an intermittent ignition, and I am sure that the interference the ignition has on the flame rod is the source of the nuisance shutdowns the customer has been experiencing. How about sending me a new pilot assembly so that I will have it by next Wednesday when I return from Anderson, S. C.

After talking to Mr. Luther and Mr. Reid this afternoon, I drilled a hole in the pilot body and installed the ignition electrode there as Mr. Luther suggested, but I still have the interference from it.

I then made a collar to slip over the pilot so that I could shut off part of the air holes in the pilot body as Mr. Luther suggested, but this did not have any effect on the pilot flame at all. I still can't get the pilot to stay on when the main flame shuts off. I finally got it back to where it was in the beginning and called it a day.

As it stands now, it is doing a good job with the exception of the interference the ignition has on the flame rod, which can continue to cause nuisance shutdowns.

Please check with Mr. J. Day to see if he has sent me the flame rods he promised me, and please ship me a new pilot assembly. I am about through trying anything else on the one I have now. I want a new one as it was originally designed and I will start from there. There have been too many things done to this one already.



I drilled this hole and installed the igniton electrode here. I could not go back any farther on account of the inner part of the pilot that I have shown in dotted lines.

Geo. Southerland

FIELD SERVICE REPORT

BAKER PERKINS INC.
SAGINAW, MICHIGAN

No. Written Report

Original to J. Reid

Date Nov. 2, 1956

CC Wallace, Feige, Luther, Sewell, I.Day, Barclay, Eng. File, Com. File

From Geo. Southerland

Dept. F.S.

Subject LEE BAKING CO.
Atlanta, Ga.
(Oven #30122 - flame safety)

Total Sheets

I purchased a flame head from Minneapolis-Honeywell and installed it in the main burner and wired it in parallel with the pilot flame rod. This seemed to give me much more steady action after the main burner comes on, but I still have the wild fluctuation as the burner is going off and on. After trying everything I could think of I called Joe Day and discussed several possible causes; among them, the possibility that the ignition was affecting the amperage on the flame rod.

I went back to the plant at 7:30 tonight and tried pulling the ignition wire off as soon as the pilot set up the controls. This check proved that the ignition is effecting the flame rod (and accounts for the tube being burned out last night). When I remove the ignition wire the micro amperage settles down to a constant 3 micro amps with the main burner on, but drops to as low as one micro amp with the pilot alone, and will still drop to as low as "0" while the main burner is coming on, resulting in a shutdown. At least this was encouraging, and I settled down to trying to adjust the pilot flame and the pilot flame rod so that I could hold this amperage up at all times. I have still not succeeded in this. There seems to be no adjustment I can make on the pilot that will have much effect on it.

At Mr. Day's request I called him at his home about 10:PM to discuss it further. We decided that I would try several other things tomorrow morning and would try to have a service man from Minneapolis-Honeywell with me, and request that he also make a written report on our findings to his company with a copy to us and the Day Burner Co.

At the same time Mr. Day is to talk to Mr. Luther and Mr. Reid there in Saginaw to discuss the things we have found out so far. I am to call Saginaw tomorrow afternoon after trying everything I can, with the thought in mind that between all of us we may beat the problem.

I am convinced now that if I can get the pilot to conduct the proper current and can eliminate the interference from the ignition we may be out of trouble.

The fact that the main burner holds in okay after it is established, but the pilot lets the current drop, leads me to believe that we may have too much flame rod surface in the flame compared to the amount of ground surface in the flame.

continued . . .

One thing I plan to try is more ground rod in the pilot. The pilot burner barrel is quite small and we have quite a large flame rod. I did try a smaller flame rod with no success, but it was not the proper rod, which may or may not be the reason it would not work. I do not have a rod such as was on the burner when it was installed. I have tried to get some locally, but cannot find any. Mr. Dey has said he would send me some. I hope he doesn't forget it.

I would like to put it back as it was originally and start from scratch. I believe there have been too many people trying too many ideas, until the flame rod and pilot assembly are not as they were designed.

As I recall my past experience on these Ray burners, they were not of the constant ignition; therefore, I did not have the interference from the ignition once I got a flame rod properly set in the main burner and the safety circuit was proved. Neither did I have to make much change in the pilot and pilot flame rod assembly. Once I had the second flame rod properly placed in the main burner all I had to do to the pilot was adjust it properly to effect smooth operation.

Another difference I have here is that I have no internal primary air adjustment on the pilot such as I had on the previous Ray burners I have worked on. On this one the primary air for the pilot is common to the primary air of the main burner, which I am told is properly balanced inside the burner barrel, but up to now I have not been able to obtain a pilot flame to my satisfaction. I will keep trying and report further as things develop.

Geo. Sutherland

Cop. 11-12-56
pf

BAKER [illegible]

November 13, [illegible] 15 AM 8:34

SAGINAW OFFICE

Subject: Lee Baking Co. - Atlanta, Georgia

We have received a copy of the letter written to Mr. Joseph M. Day dated November 6th by our Mr. Reid in which he said that it looked as if our Mr. George Southerland had corrected the trouble with the burners on the new Jet Cake Oven at the Lee Baking Company plant in Atlanta, Georgia.

We are attaching a copy of a letter which Mr. Vottaler just received from Mr. Russ Westerstrom, the President of this plant. This particular letter does not sound as if Mr. Southerland has corrected anything regarding the burner at the present time.

It certainly is something when we have these Jet Ovens out with burner trouble which does not seem to be our own. In other words, it is a burner that we purchase and we have the customers on our neck, at least all of the ones that I have with this Jet setup. I am very much afraid that if we have trouble with these Jet burners on the new Oven that Mr. Leon Pol is starting up at Natchez we will lose a lot of bread, because this five minute delay period on bread is suicide when you have to start lighting the burner up after it goes out, it just burns up the bread.

Cordially yours,

L. E. Barclay

L. E. Barclay

LEB:jfs
Encl.

ORIGINAL TO MR. [illegible]
COPIES TO [illegible]
MR. [illegible]
MR. BRYSON
MR. HENNECKE
MR. BAKER
MR. RIEDER
MR. GORDON
MR. LEVI
MR. ARCHANGELI
MR. WALLACE
MR. CLARK
MR. FIDGE
MR. HOAG
MR. VALENTINE
MR. SMITH
MR.
REPR. MR.

211 MORELAND AVENUE, N.E.
TELEPHONE CYPRESS 1301
ATLANTA 1, GEORGIA

November 9, 1956

RECEIVED NOV 15 AM 8:34

Mr. Ted Voltzeler
Campbell Taggart Associated Bakeries, Inc.
6211 Lemmon Avenue
Dallas, Texas

SUBJECT: Bread Oven

Dear Ted:

A Mr. Chism and a Mr. Sutherland were in the plant last weekend together and it is my understanding that Mr. Chism is the one who designed the bread dumper for the large bread oven. He left Atlanta the first of the week to return to Saginaw, and it is my understanding that he is recommending about 8 more magnets to handle the lids on our Fullman load of bread which will be added to the dumper, and also a finger arrangement which will work in between the grids to eliminate the lids from falling through. This, I understand, he originally designed for this oven and that you should receive that in a report from Baker Perkins in the near future. This note is just to keep you informed.

In regard to the coke oven burner, Mr. Sutherland is still here and has been working on it for about ten days but has not been able to get the burner to work satisfactorily. I don't know how much longer it will take for him to overcome the trouble, but it is my understanding that he intends to stay here until he does. I will advise you later in this regard.

Sincerely yours,

LEE BAKING COMPANY

R. W. Westerstrom

RWW/bjt

R. W. WESTERSTROM, PRESIDENT

ORIGINAL TO BE Walker
COPIES TO FILE
MR. HARLEY
MR. BRYSON
MR. HENDRICKS
MR. BAKER
MR. RIEDER
MR. GORDON
MR. LEW
MR. ARCHANGELI
MR. WALLACE
MR. CLARK
MR. PIEGE
MR. HEAD
MR. VALENTINE
MR. SMITH
MR.
DATE ANSWERED