



**Bulle Clock Serial Number 5962**

*Restoration of Bulle Clock  
Serial Number 5962.*

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# Horologix

Early Battery Clock Parts & Restoration

## Bulle Clock Serial Number 5962



*A mahogany arch top case with full glass door enclosing a 1/2 second movement with cut down moon hands. This clock is the twin of 5937.*

*The case looks to be in very good condition and just needs a good nourishing wax polish. The glass is bevelled and free from any major blemishes or chips.*

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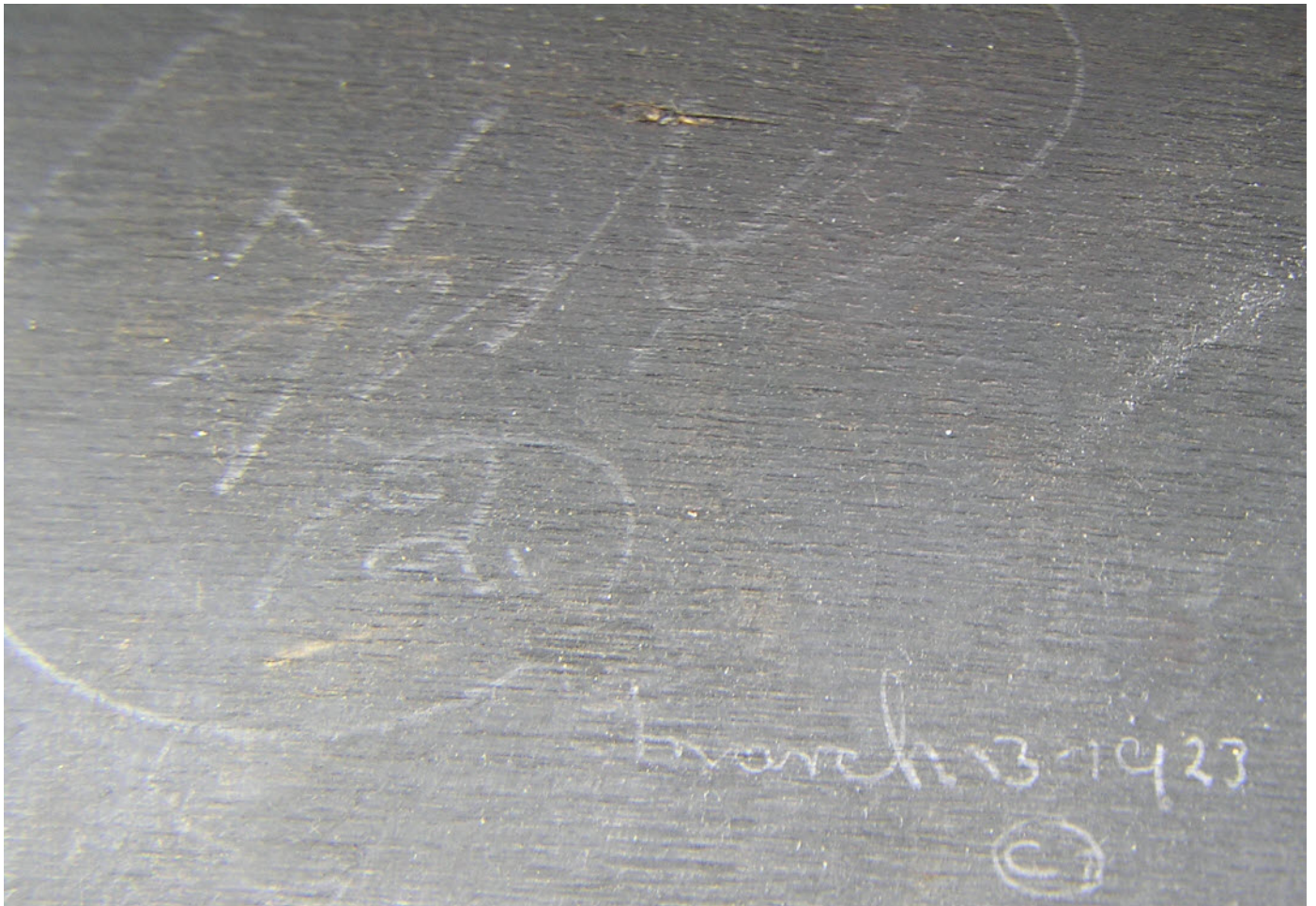


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*The underside of the case has a signature and date of March 13 1923. This may have been when the clock was taken into stock at the retailers as it seems to be formatted as an English date. The signature unfortunately unreadable to me. It's interesting though that there is some form of either copyright or circa sign under the date. I wonder what that meant. The date doesn't tie up very well though with the published date range for the serial number. Perhaps the clock was in stock at the factory for while before casing and distribution to the retailer in the UK.*

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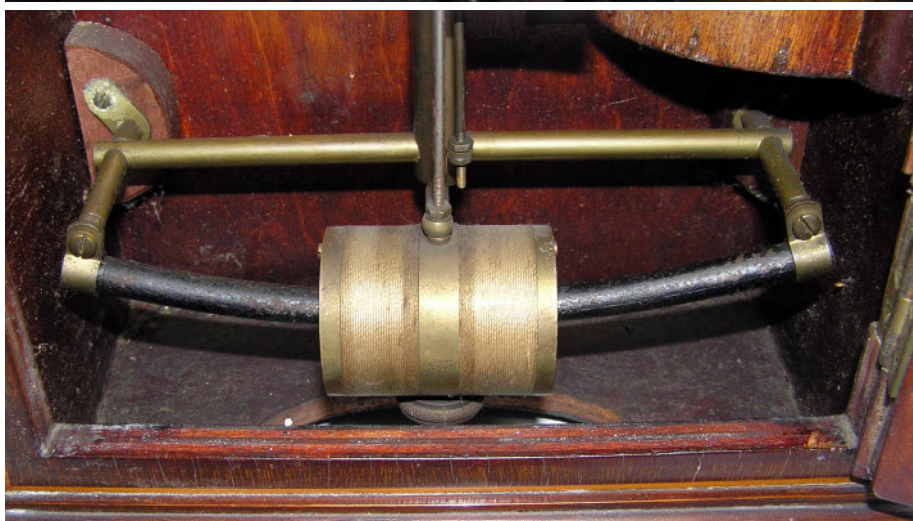


The dial is in good condition with no major marks and will clean up quite well with just some warm soapy water. The dial will be protected by a brass shim cover whilst the surround is cleaned with "0000" gauge wire wool and brass cleaner. The hands are fine but will need cleaning and spraying. They are of exactly the same size and design as those from clock 5937.

The pendulum cord covering looks a bit ropy and is not in such good condition as its twin 5937. I will check the strength of it and decide whether to replace it.

The magnet is a little rusty in places but will clean up OK and will look good with a little Fire grate Black.

I have subsequently removed the magnet and tested it on the magnetometer and found it a little weak at about 150 mm. So it has been "Zapped" and now gives a 180 reading. Just about right.



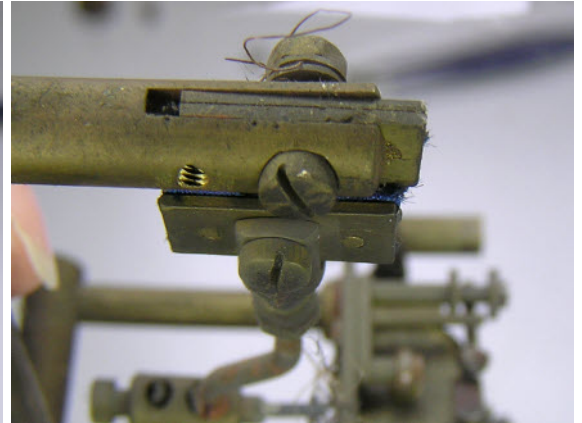
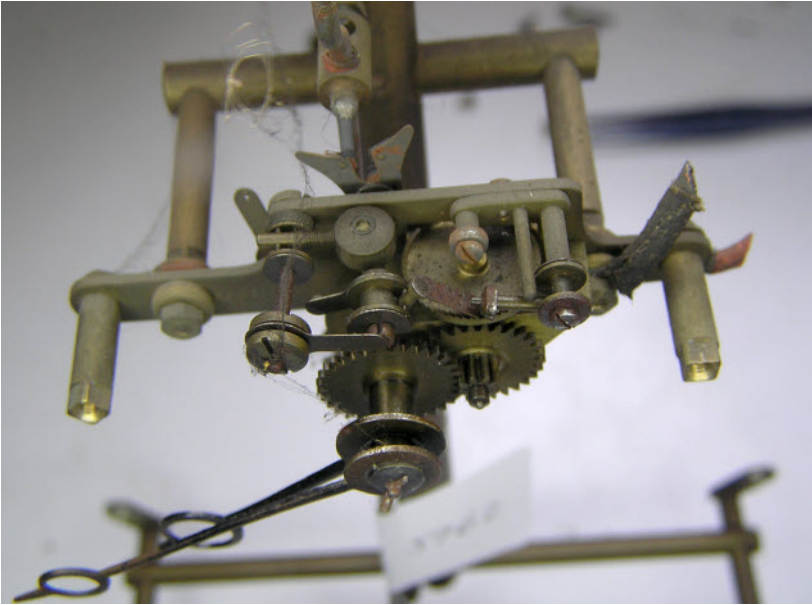
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*The suspension assembly showing that most of the screws, nuts and washers that are usually missing on these clocks are in fact still in place. The only ones missing are the blued suspension securing screws. More work for the lathe.*

*The lower photo shows the bent foot at the rear of the frame. This should straighten out OK with a little judicious bending.*

*The two photos above shown the general state of the movement. The clock is covered in gummed oil and dust deposits. The lower photo shows the bent arbour that carries the forward stop and the damper arm. This will have to be straightened or replaced.*

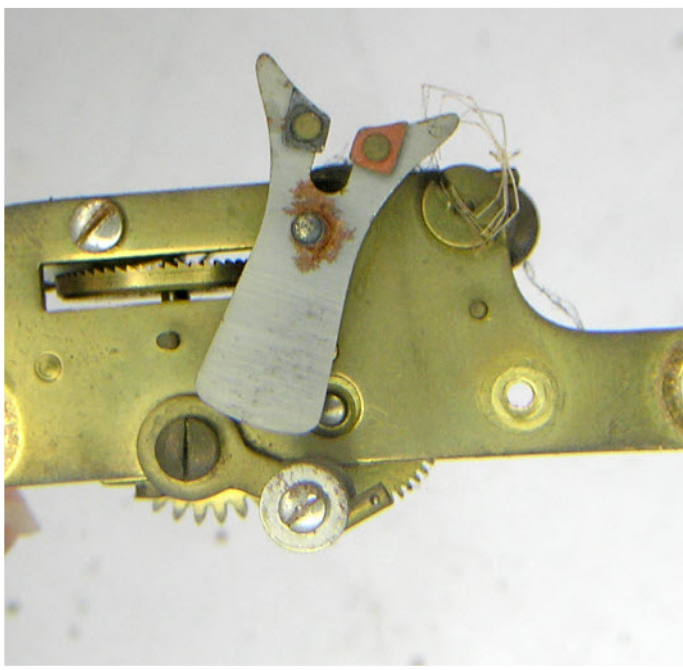
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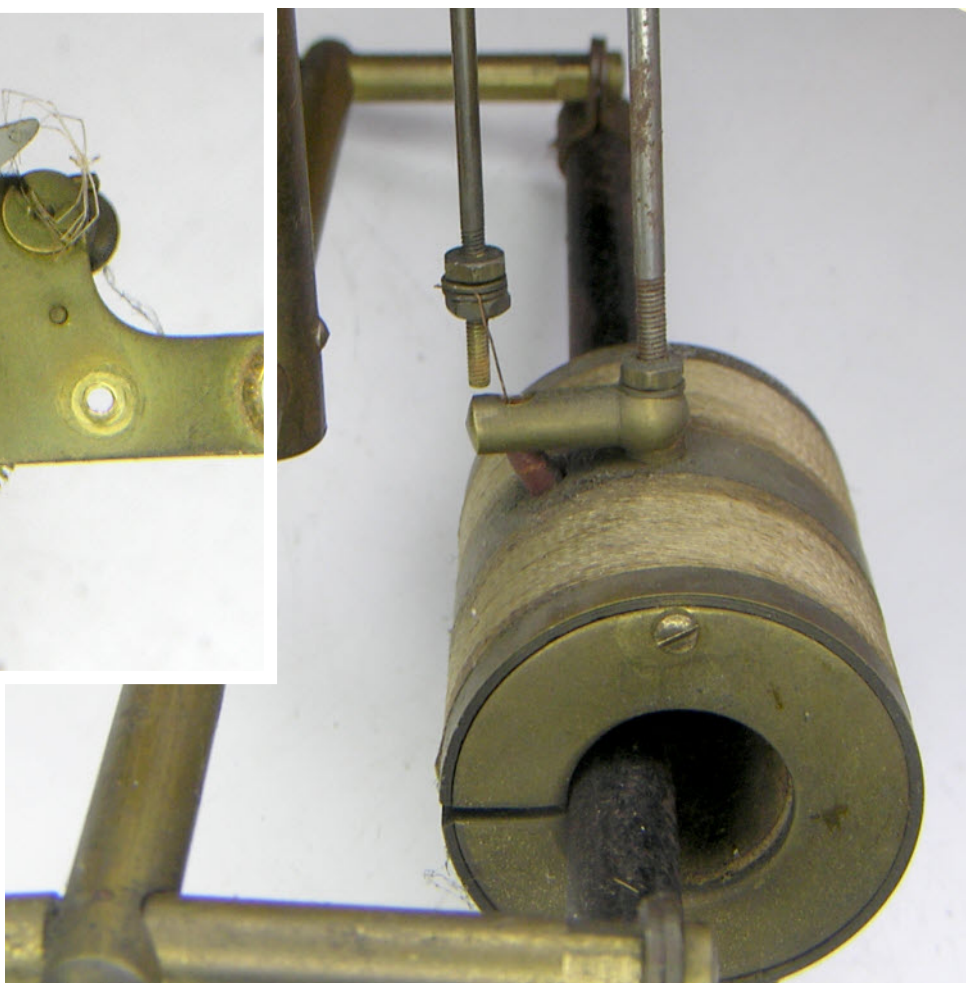
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*Ignoring the dead spider (probably electrocuted by the massive voltage and current surging through the clock), the fork and contacts look to be in remarkably good condition. The rust will easily be removed with the soft rotary wire brush. The contacts, although dirty, are dry and free from oil. Both the silver and fibre show little signs of wear. So this is going to be one of those unusual situations where I don't need to replace them. The final check though will be when the clock is set running.*



*The rear of the pendulum shows the coil contact emerging un-insulated from the rear of the cover. This single strand will need to be clean and strengthened with the addition of a few strands of copper wire. These will be connected within the coil cover. The wire will then be protected by a rubber sleeve that will protrude right the way through the cover and bracket giving full protection and insulation the the wire.*

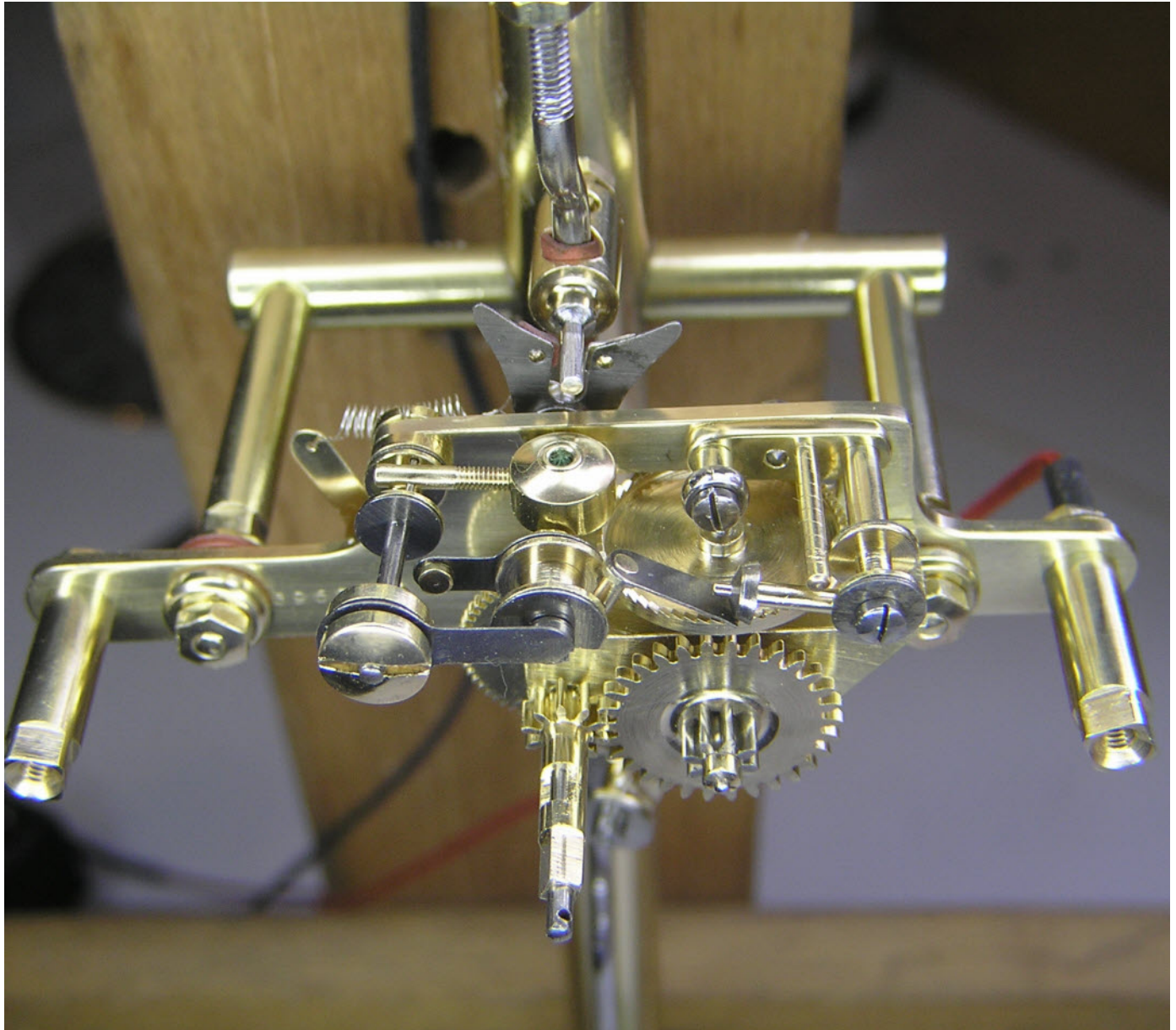
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*The movement after cleaning and repair. The damper arm has been straightened without it snapping. The fork contacts proved to be in good condition and work very well. The damper has been filled with new cord and lightly oiled.*

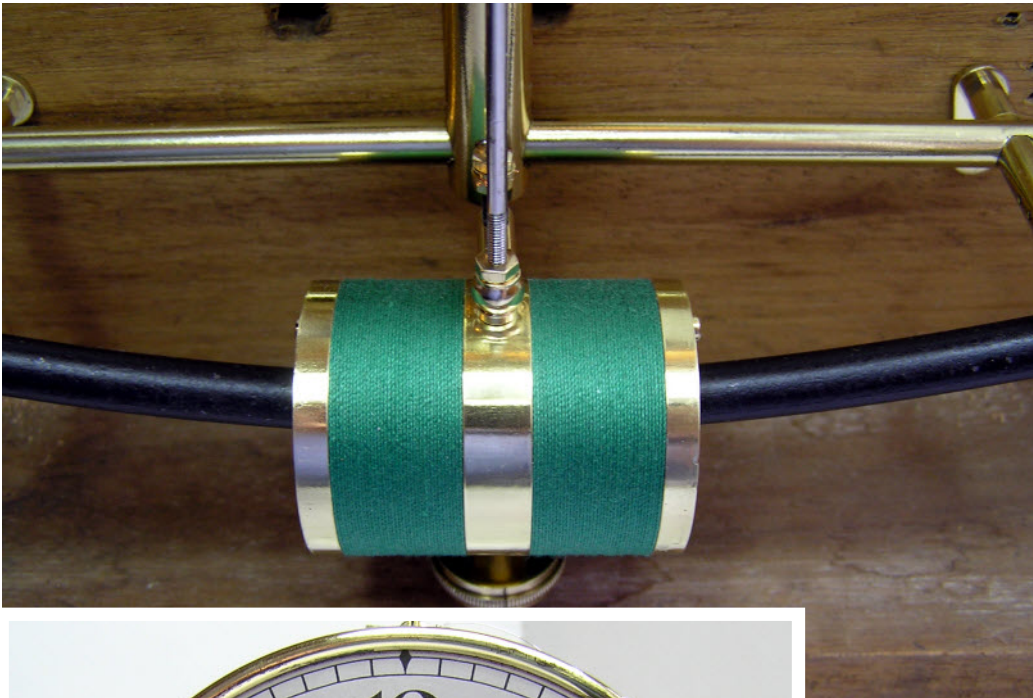
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*The pendulum bob after rewinding with new cord.*



*The dial after cleaning and polishing the surround.*

*The hands have been cleaned, polished and sprayed black.*

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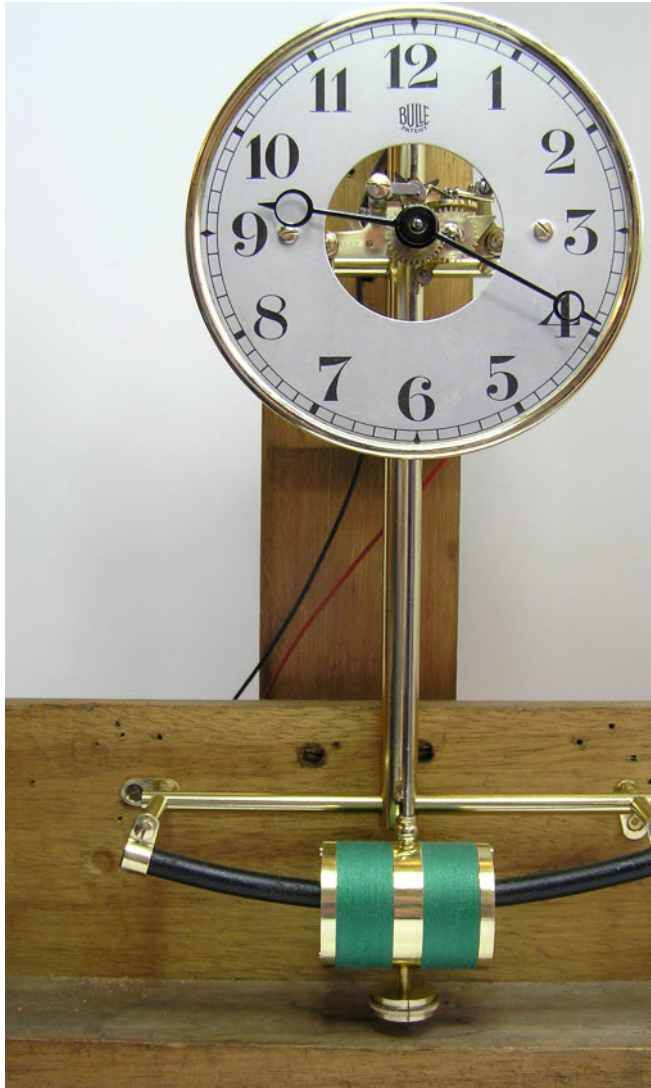


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*The finished clock on the test frame.. It stayed here for a few days while the timing was checked and the movement ran through at least one twenty four hour cycle. The frame was then remounted in the case and will be on test for a further week to ten days just to make sure!*

**End**

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