

Bulle Clock No Serial Number Wall Clock

Restoration of a wall mounted Bulle Clock with No Serial Number

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Early Battery Clock Parts & Restoration

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The clock is a very early example of the Bulle clock. It has no serial number and exhibits some design features seen on only one or two Bulles; all of which have no serial numbers. It can only be assumed that this clock is a "Pre-serial number" model and must therefore date from the earliest time of production. It may even be a "Pre-Production" model that was sold to the market place before the mass "Factory Production" models were introduced. Perhaps it was a Salesman's sample or even a Store Display Model.

This clock is so rare that I will try and keep all the original parts unless it is absolutely necessary to repair or replace them. The cord around the pendulum bob being a case in point. It looks in fairly good nick and should stand being wrapped in masking tape as well as a bit of scrubbing..



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Views of the case. Note that the clock is fixed on a wall mounted backboard while the majority of the casework and glass is hinged to swing up and front to reveal the movement for adjustment etc. The clock can in fact be table mounted when the lower wall stabiliser folded out of the way. What can't be seen from these photos is the amount of "Buckle" in the backboard. This bows in the middle so that the front cover cannot entirely sit flat against it. Other than that the case is in good condition and other than a polish will be left alone.

These small up and over hinges allow the front of the case to lift out and up to reveal the backboard mounted movement. They are a little bent but with care I should be able to clean and straighten them back to their original shape.

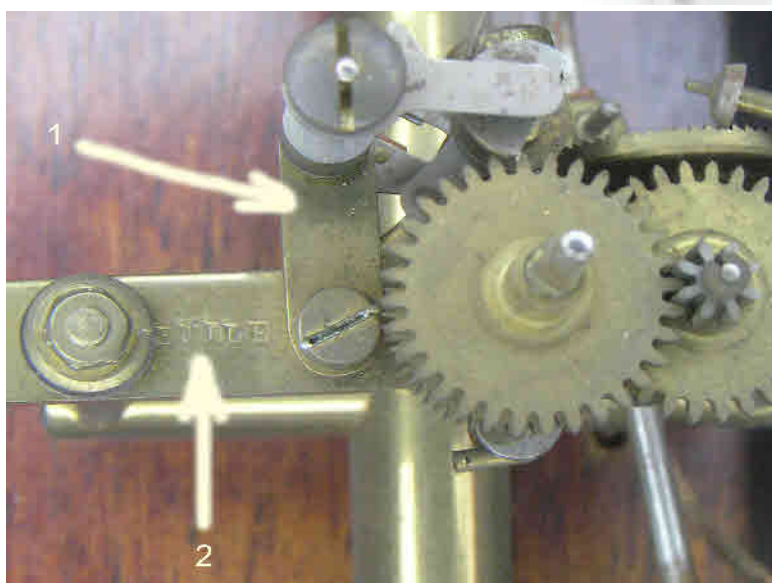
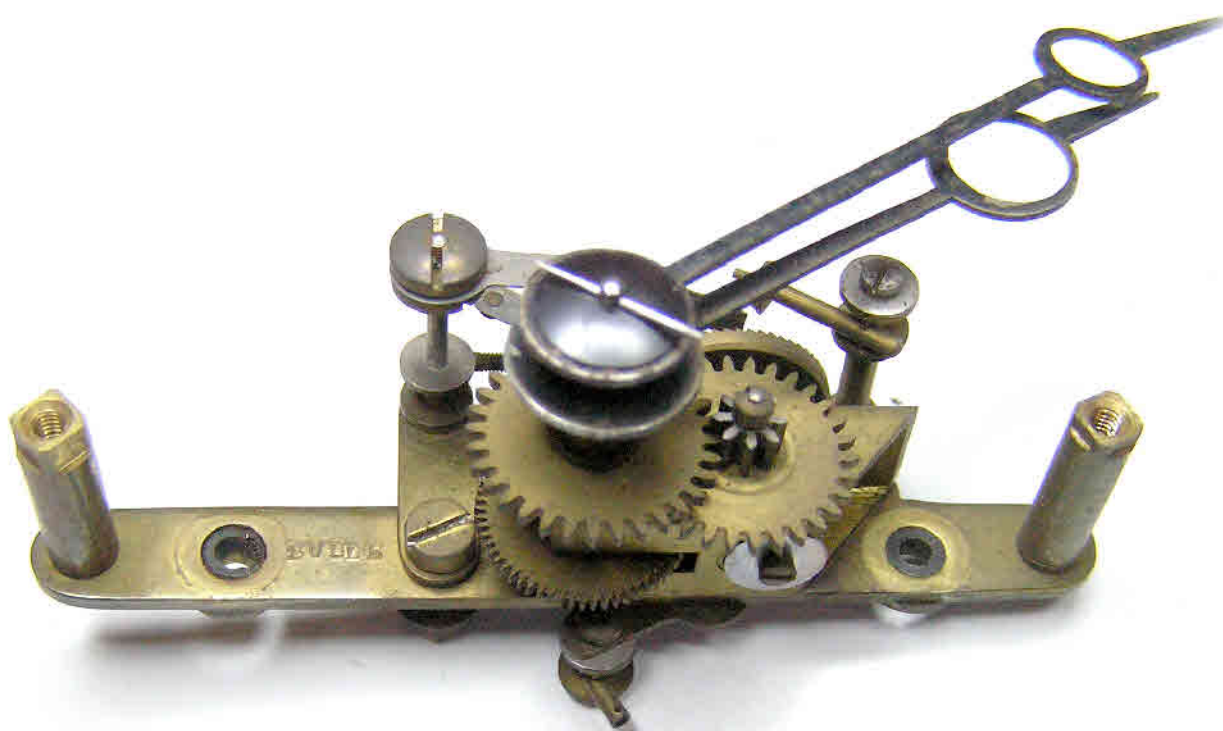
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The photo above shows the full movement which almost deceives the eye into seeing a standard 1925 or 1926 movement. But note the way the damper arm is mounted (1). The arm support is in fact a separate bracket screwed to the main plate. In the standard movement the main plate is extended to accommodate the arm. Note also the fact that this clock has no serial number and only the Bulle name is stamped onto the main plate (2).

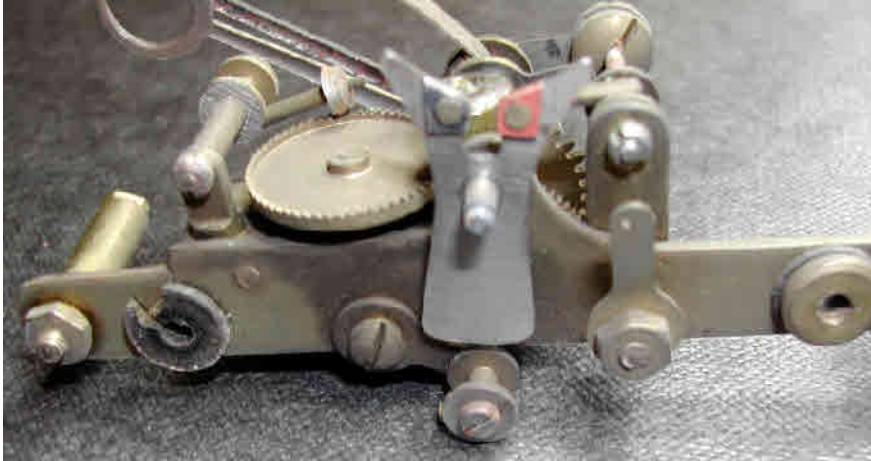
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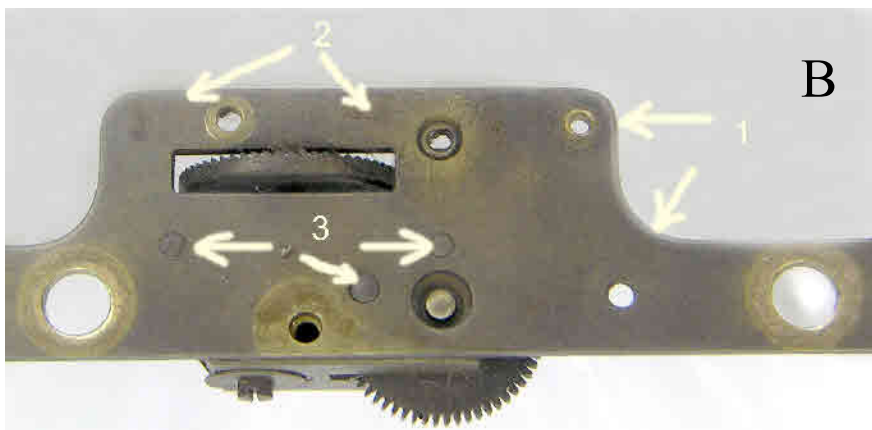
The reverse of the movement. From this view it is easy to see the size and shape of the main movement plate. Note the damper bracket as mentioned previously.

The second two photos show the marked differences between this pre serial number clock (A) and the slightly later production model (B) which was produced in the first year of production in about 1921. It is completely different. Most of the design changes have come about because of the extra parts needed to be accommodated.

On the clock "A" the plate (1) is only extended upwards to support the fork arbour and there is nowhere to support the bracket. Also the count wheel is completely in the open and has no stop to restrict it's end play up or down (2).

The plate on the later model (B) extends completely over this area with a slot to accommodate the wheel. It would also carry a "Stop" for end play.

One last thing to point out here is that the square count wheel assembly is riveted on instead of location pins and screws (3) as in the later clock (B).



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The pendulum arm is bent at the bracket but should be simple to straighten. The underside of the cord showing the colour is less faded (although it is straw coloured on top). This coils is obviously untouched and original but shows a resistance of only 746 Ohms. The other un-serialised clock I have, also shows this. resistance range. Very unusual. I wonder how it will perform.

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The front of the case is held together by brass tie rods that are pushed all the way through the case to protrude in counter bored holes. These threaded ends are then captured by threaded washers with two 1.5mm driving holes. The glass is held in place by slotted wood beads with brass angle to cover the plate ends.



This original bar magnet is in good condition and gives a reading of 160mm on my home made magnetometer. This is just a little lower than I would normally accept so I re-magnetised it to read 190mm. It is stamped with what could be the manufacturer's name - "Allevam", "Allevard" or even "Allevam". But the most probable explanation is that it is the name of the town where iron and steel were produced at the end of the 19th and beginning of the 20th century - Allevard in South East France

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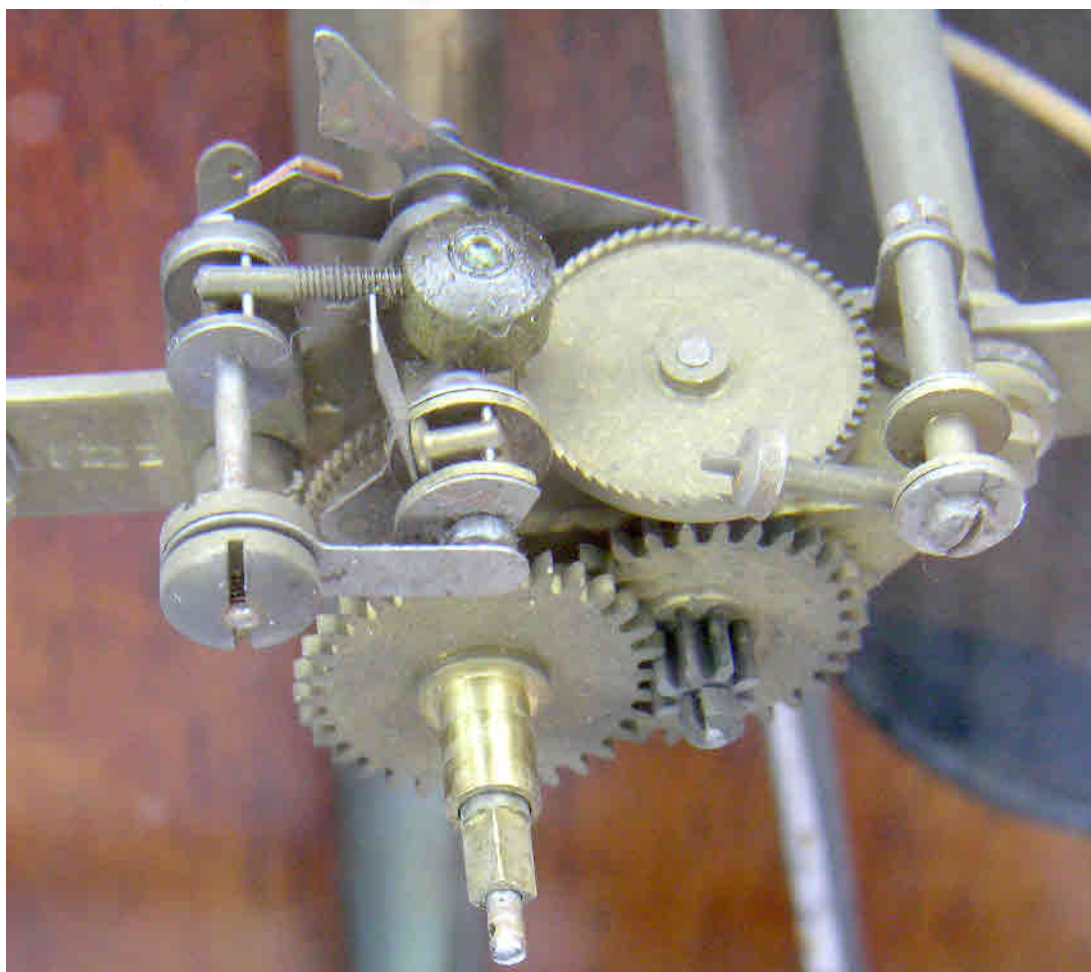
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The steel pendulum rod after disassembly. It has been bent just before the rating nut. This will be straightened after cleaning.



Top view of the movement showing the gummed oil on the damper and also the lack of any restraint for the end float of the count wheel as previously mentioned. There is nothing to stop both the driving pawl and gathering pawl from riding up and out of position when the clock is moved in transit, as can be seen here where the driving pawl has not returned to the driving position.

The damper will be stuffed with cord after cleaning. A little light watch oil will then be added

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This photo shows the square tube used in the early clocks to hold the wheel work. On later clocks this became two or even three plates held together with pillars and screws. You can also just see the head of one of the rivets that hold it to the main plate.

The contacts were worn right down to the steel and need replacing.



The suspension itself is missing as well as the all the nuts and screws of the assembly. These will need to be manufactured.



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The suspension assembly with it's new nuts and bolts. These earlier pendulums did not have the small screw and washers with which the contact wire was secured to the top of the pendulum. Instead the wire was captured by the nut that locked the lower suspension bracket to the top of the steel pendulum rod.

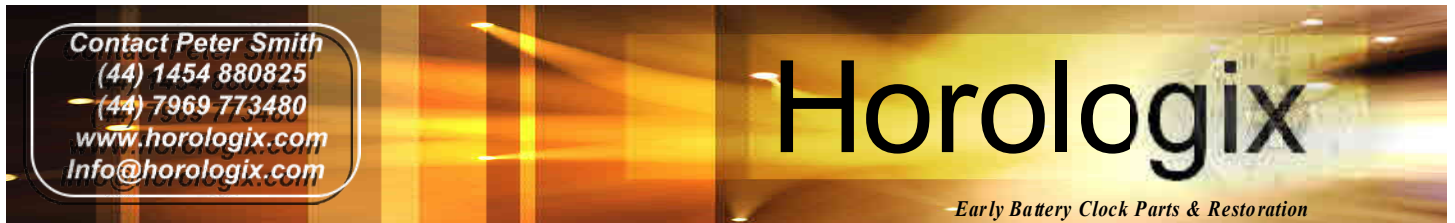
The only thing missing is the second blued steel screw on the left hand side of the frame.



The movement reassembled with the new fork contacts and silver contact

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Another view of the movement. Note the depthing of the contact pin in the fork. The hands have also been cleaned and painted. The earlier clocks tended to have painted hands rather than blued.



The pendulum, movement and frame re-assembled to the back-board. The battery box is also back in position after cleaning and spraying. It had a few areas that needed special attention due to battery acid burns. But these had not burned all the way through and were easily treated with a standard motor vehicle rust cure before undercoating. The magnet has also been treated with Grate Black.

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The dial was in a very good condition with just the brass surround needing a good clean. It do not lacquer the brass as it will be difficult to remove for cleaning in the future. Without damaging the dial painting. I prefer to give it a coat of bees wax. The one thing you cannot adjust on this early clock is the slack in the hands. This is normally governed by the stop work which restricts the end movement on the count-wheel. As we saw earlier, this pre serial number clock dos not have these parts.

The pendulum bob was cleaned with the cord in situ. This photo shows the cord at the rear of the bob where much of the colour has been retained. The coil has just been replaced and the cover is being screwed on. The wire is ready for trimming and fitting.



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The finished clock.

I have used this photo to illustrate the use that foam pip lagging can be put to in transport. It has been used around the magnet to stop the bob from sliding back and forth. A small piece of foam has also been inserted inside the bob between the magnet and bob shell to prevent forward and backward movement.

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