

**Horologix**



The place to come for all your Bulle and Eureka restoration parts.

Contact Peter Smith  
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Or Mobile 07969-773480  
Email [peter\\_smith@horologix.com](mailto:peter_smith@horologix.com)

**Bulle Clock Serial Number 26443**

*Restoration of Bulle Clock  
Serial Number 26443*

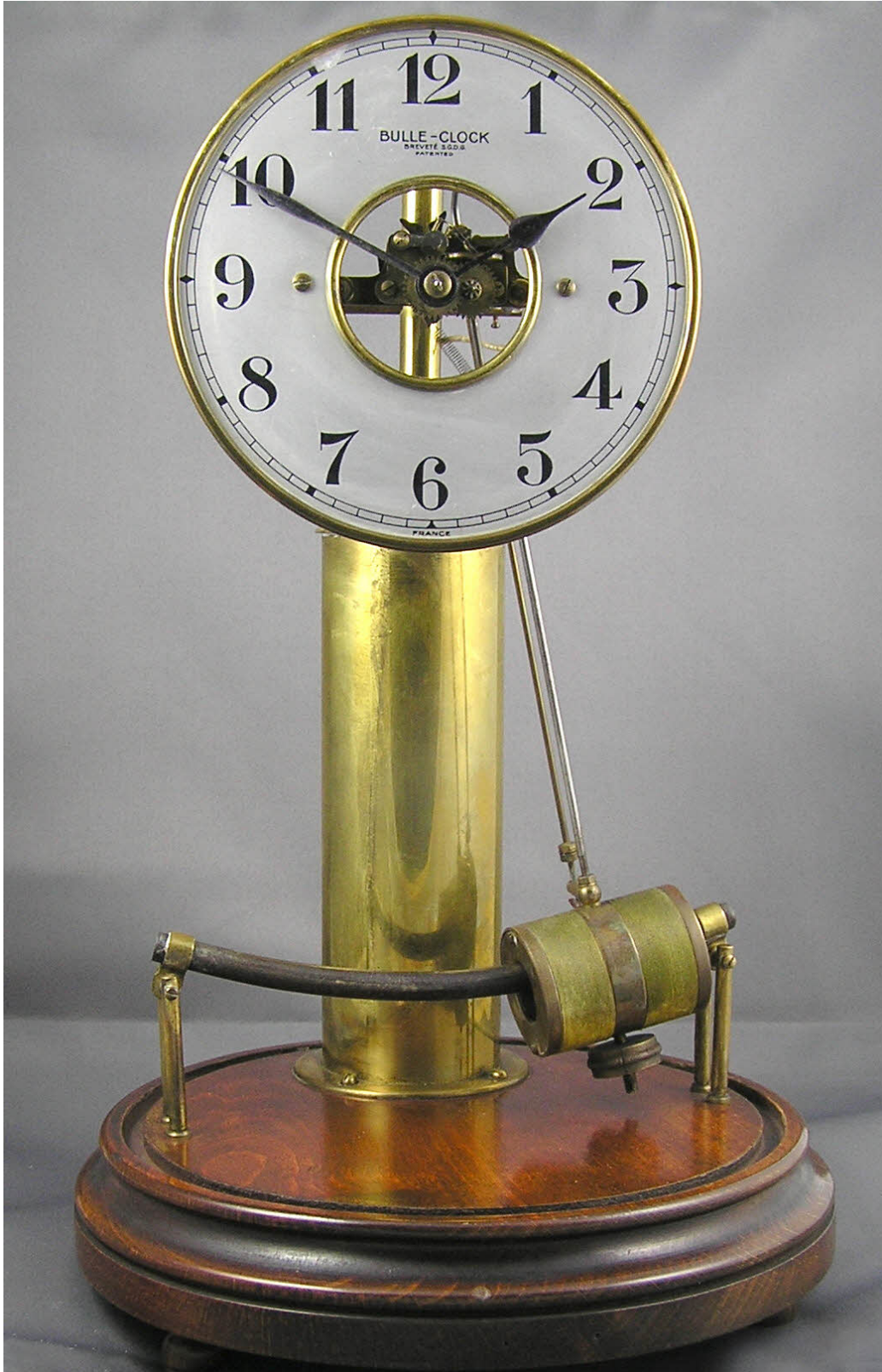
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## Bulle Clock Serial Number 26443



*Photos by kind permis-  
sion of the owner*

*This nice example of a tall Bulle is shown as received. Overall it looks to be in nice complete condition. The dial is clean with no major marks although there is a blemish to the minute ring at the 11 o'clock position. But it doesn't detract at all from the general appeal of the clock.*

*The suspension is broken as is usual with Bulles but this is easily replaced. The base looks to be in fine condition and will only need a good clean and polish. There is a small dent at the front but not enough to warrant completely stripping to start again.*

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*The base shows some in-grained dirt around the waist but this will easily be removed with a good wax polish and some elbow grease*

*The dial in good condition, but the movement looks quite dirty and oily. The hands are fine and will need to light waxing.*



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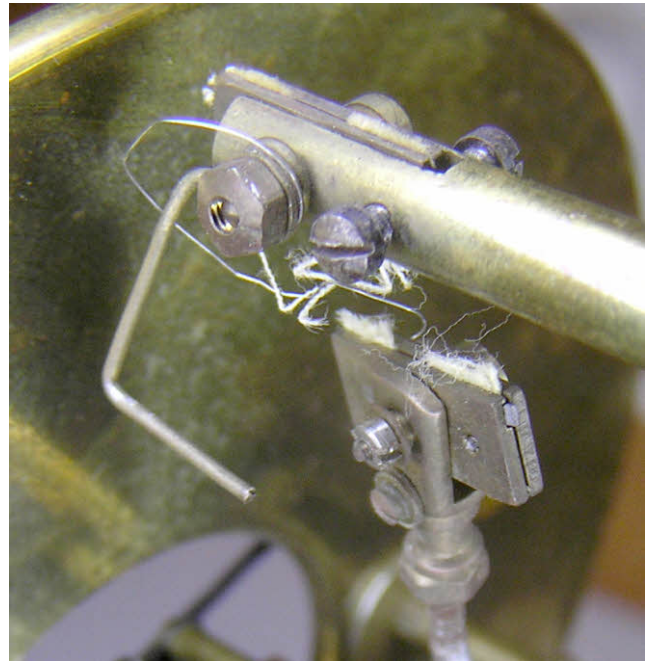
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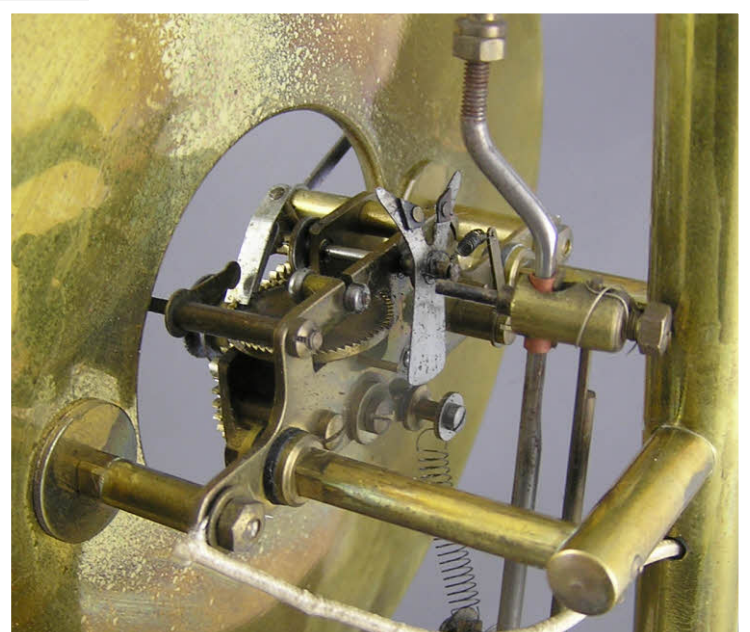
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*The clock from the rear shows no major distress to the brass tube as may usually be expected from battery corrosion. But there may still be some evidence on the inside.*



*The photo above shows the broken suspension unit and an odd shaped piece of brass rod whose purpose defeats me. I can see no reason for it being there. The photo below shows the movement with what seems to be a bent fork.*



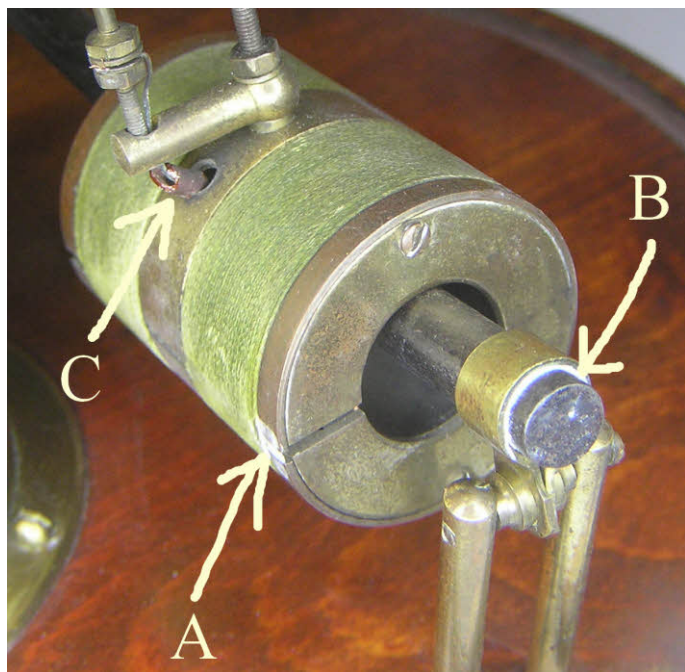
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The pendulum bob shows signs of over zealous use of a cleaner like Brasso. This stuff creeps everywhere and should not be used on clocks without them being completely stripped down to individual components. Then it should be removed with methylated spirit to ensure the piece is spotless before re-assembly. In this case the Brasso has left it's calling card everywhere in the form of a white powder (A and B). It has started to corrode the cord around the bob and we shall have trouble trying to clean it off without destroying the cord which is in a fragile condition. It has also crept under along the magnet as shown below. The insulation around the wire has also corroded to become a brittle mess as can be seen at C. This insulation will be replaced.



The photos above and to the left show the battery cover under the base. It is corroded from battery acid and will need to be stripped and cleaned before a coat or two of paint.

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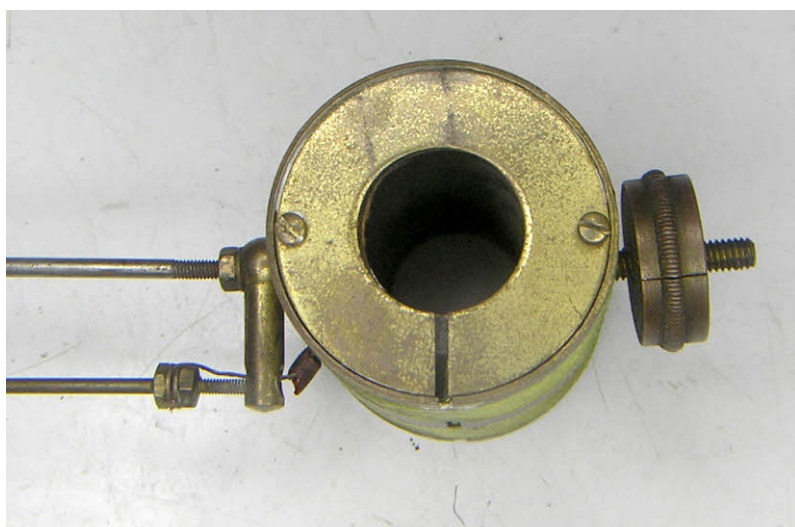
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*The inside of the battery tube shows some signs of battery acid corrosion although it doesn't seem to have eaten it's way to the outside yet. This will be cleaned and neutralised.*



*The insulating washers show that the clock has been well oiled in the past. This was also manifest in the fibre of the fork. This will need to be cleaned and dried out. The Bulle clock should not be oiled at all.*



*The photo at left shows the pendulum bob and the peculiar angle at which the rating nut and rod are protruding from the bob casing. I hope this doesn't mean damage inside the cover? Note also how the wire is completely free from insulation and is touching the bracket. This will stop the clock for certain.*



*Although the cord around the bob is discoloured in a few places, the owner of the clock would like to try and keep it in situ. We will try and accommodate this, but if the cord is too fragile it will disintegrate quickly if roughly handled especially after corrosive effect of the Brasso cleaner.*

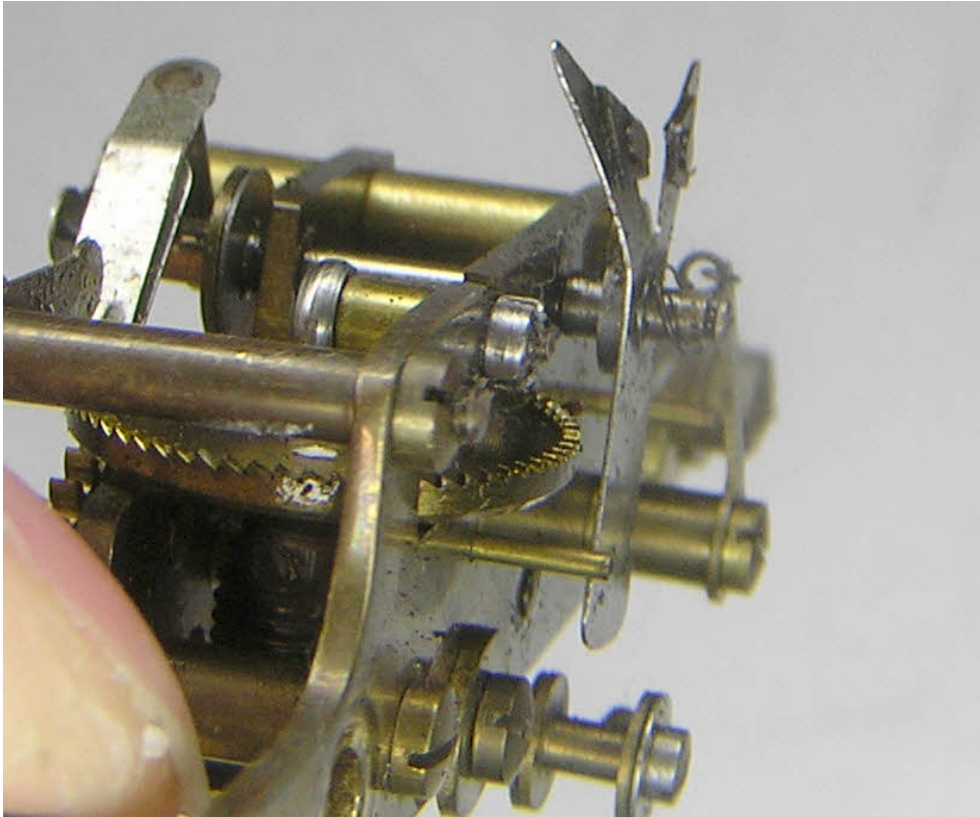
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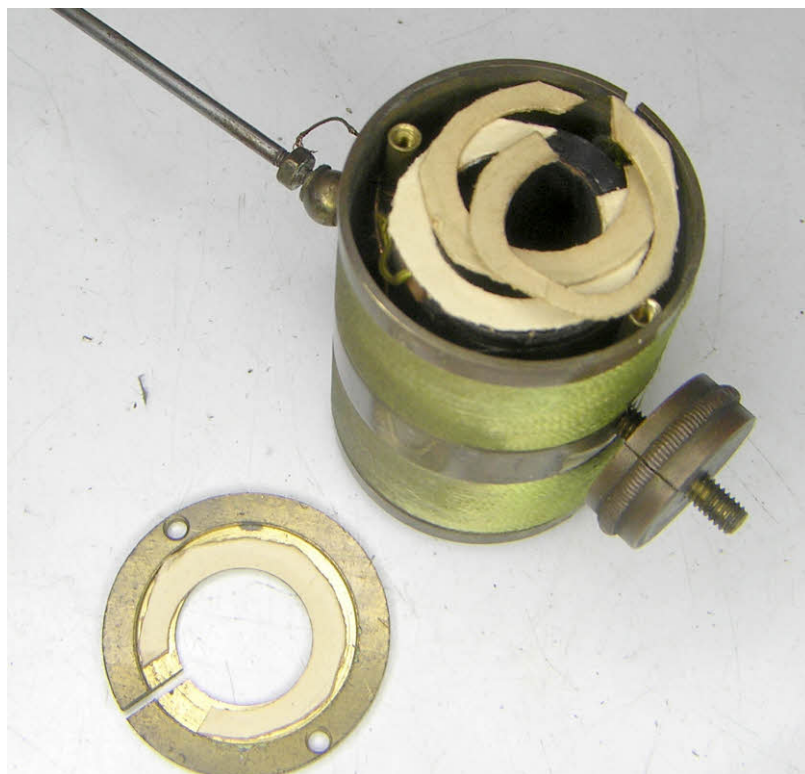
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*This photo shows the damage to the fork. For some reason it has become bent although both the silver contact and the fibre insulation look to be in quite good condition. Hopefully the bend can be straightened easily with a bit of judicious light force. Note there is a lot of oil in the movement. Bad news for electric clocks.*



*This photo shows the extra packing around the coil. This means that the coil has been opened sometime in the past as it is not original. The coil though reads a nice healthy 1200 Ohms and is generally in good condition. There is also no damage to the rating rod on the inside. It is just a little loose, hence the odd angle in the previous photo.*

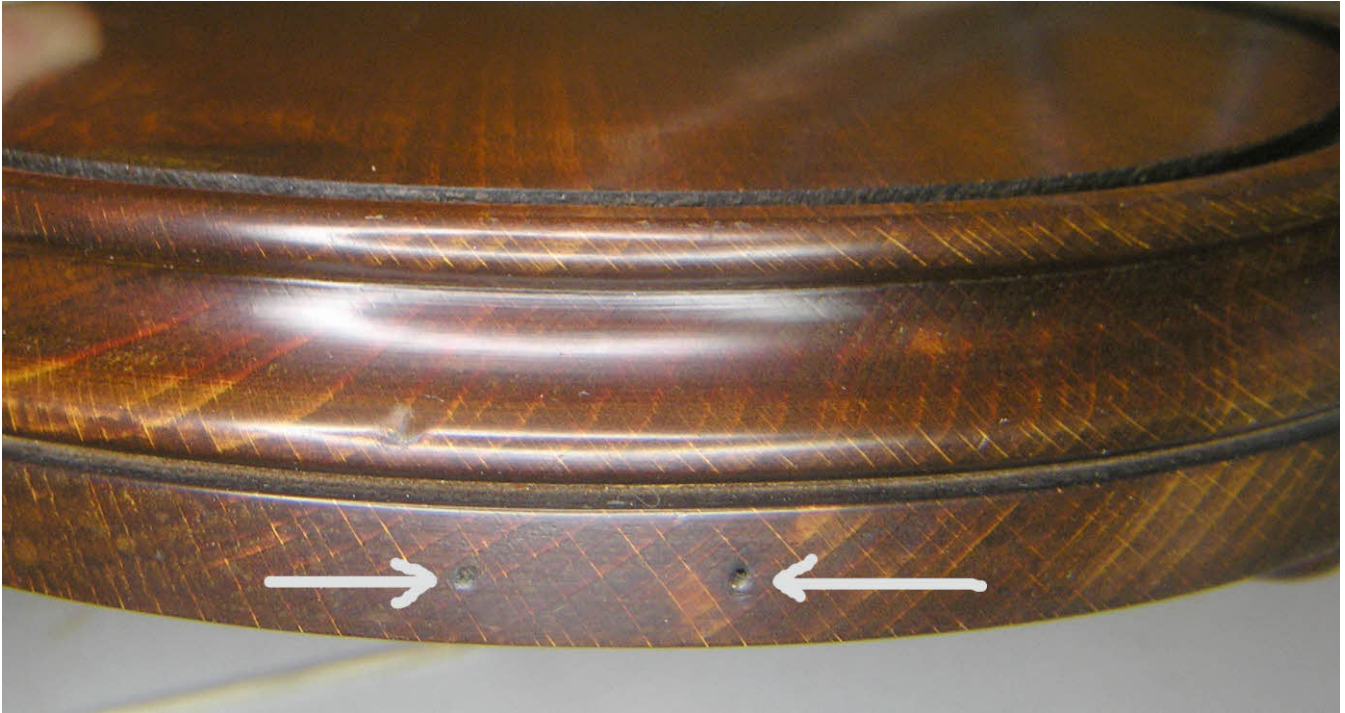
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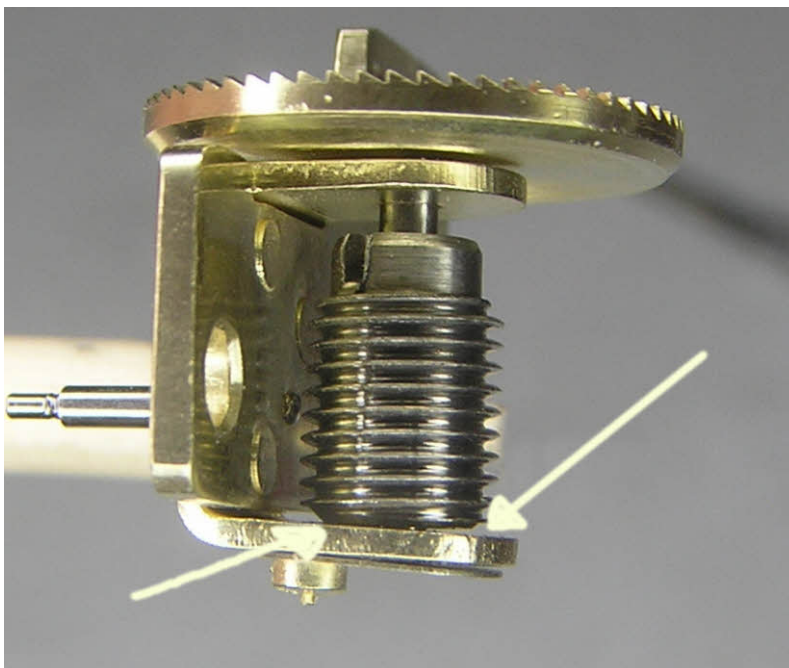
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*The base after a good waxing. It has come up with a nice lustre and patina. So no need to get the French polish out. Note the two holes at the front. These were where the small oval Bulle badge would have been added. This is a later type consistent with the serial number and movement type. I will have to see what I have in the spares box to replace it because the type I manufacture are for the earlier type "A".*



*When re-assembling a Bulle clock it is important to check each sub assembly for functionality. In this case I noticed that the count wheel did not spin as freely as I would normally expect with the worm wheel in situ. On closer inspection I noticed that the worm was just touching the frame at the rear. Also the frame itself seemed to be bent. The count wheel itself looked awfully close to the top of the frame. There is obviously something amiss here. The thing will have to be taken apart and investigated further.*



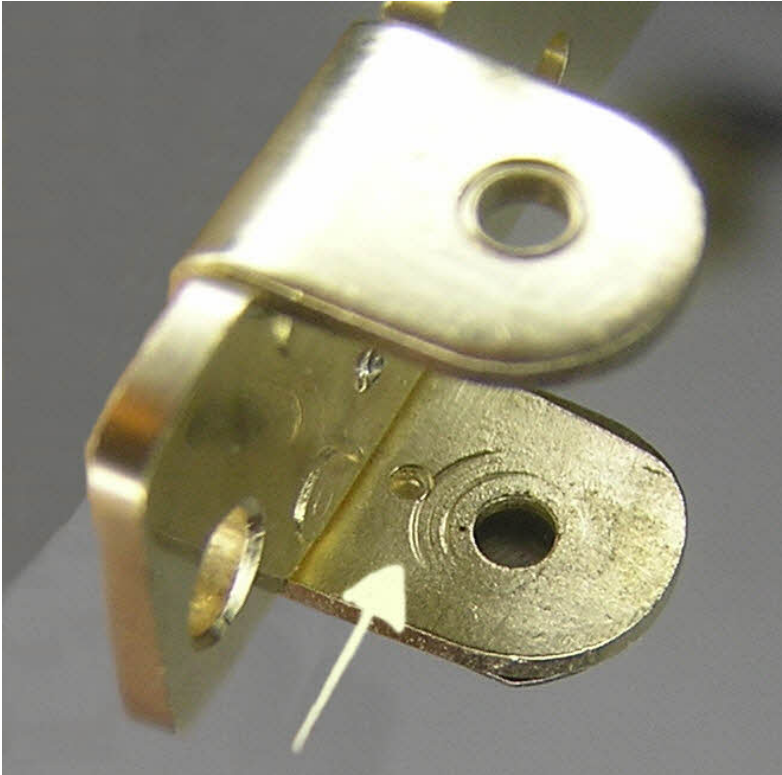
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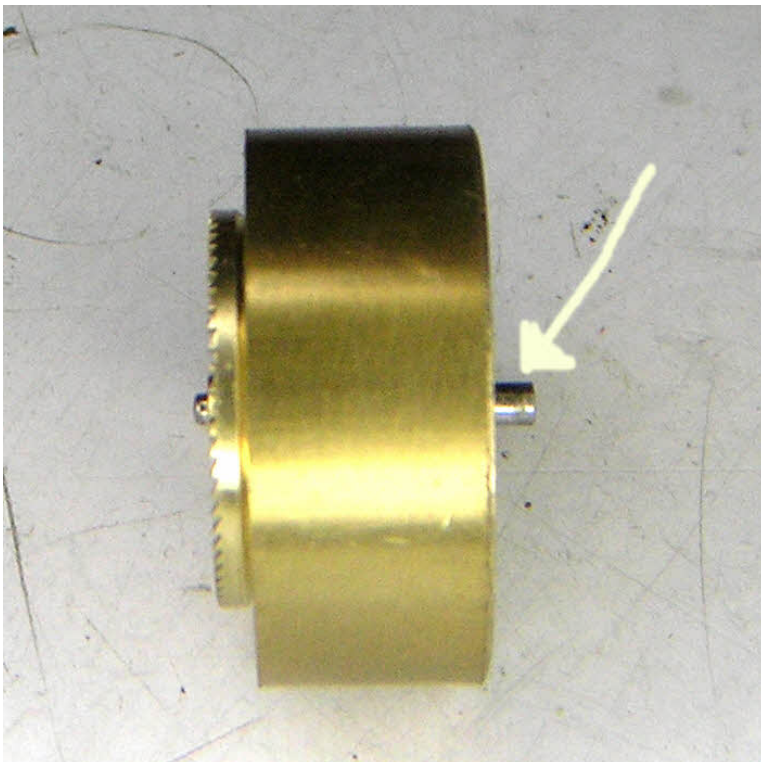
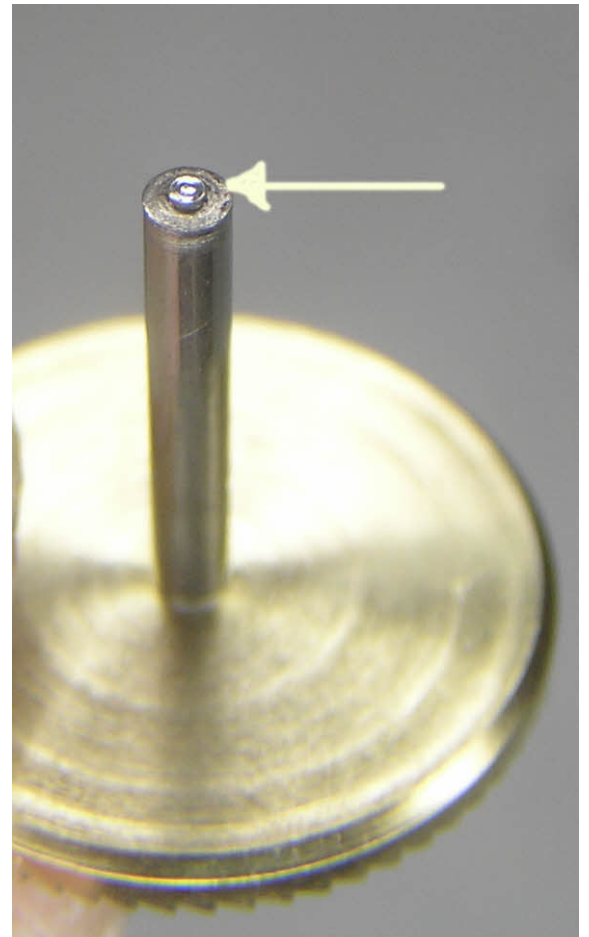
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*As can be seen here there are small grooves worn into the rear of the frame where the worm wheel has been rubbing. The count wheel arbour runs in the two pivot holes and rests on an hardened steel washer that restricts its downward movement. The second photo shows that the small hardened nipple in the end of the arbour has worn down such that it can no longer support the arbour in its correct running position.*



*This will have to be restored by drilling out the end of the arbour and fitting a new nipple. The photo at left shows the method I used of holding the arbour true while allowing the end to be drilled.*

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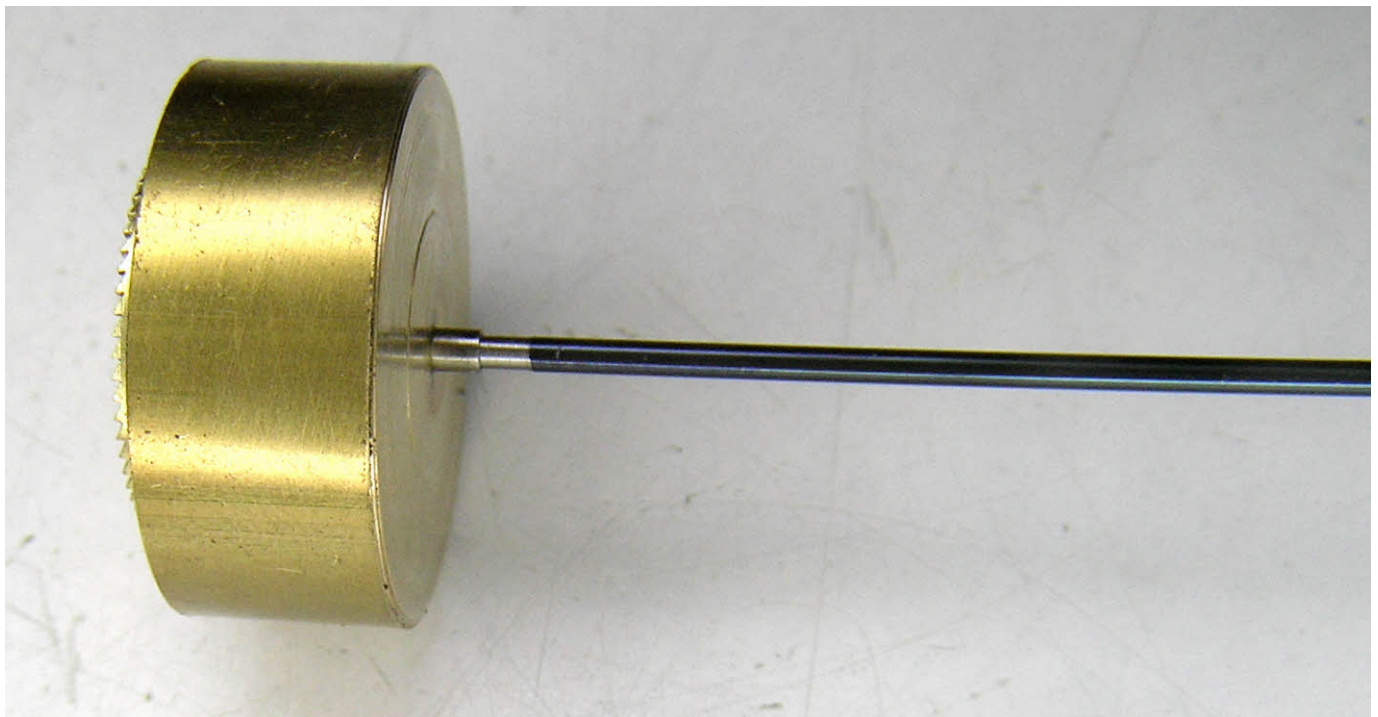
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*The holder and arbour has been trued in a four jaw chuck and the nipple on the arbour reduce until the whole end of the arbour is flat. The end of the arbour is then drilled to accept a length of blued pivot steel.*



*The hardened pivot steel inserted and glued with Loctite. The next step is to “nick” the steel so that it will snap off and then machine and polish the nipple.*

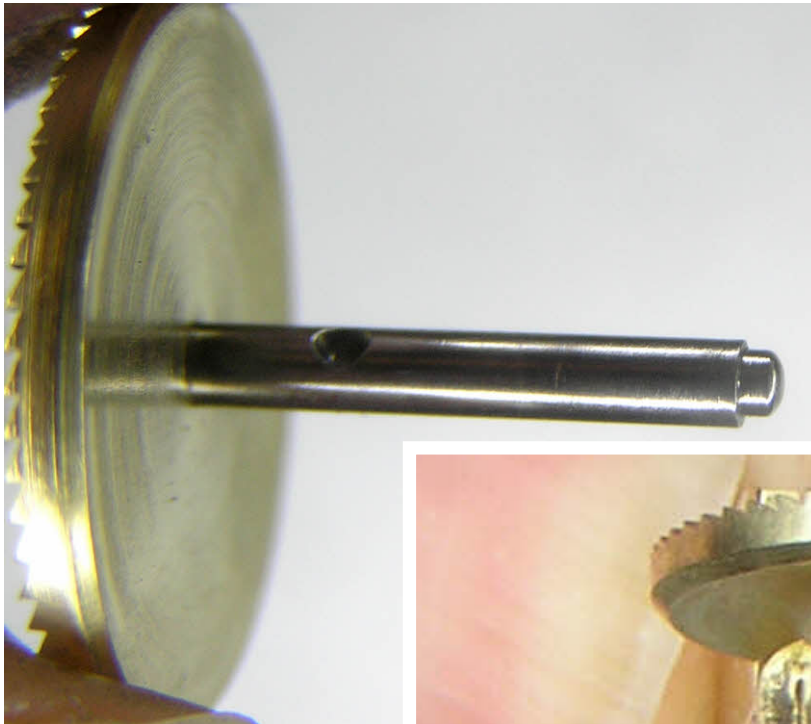
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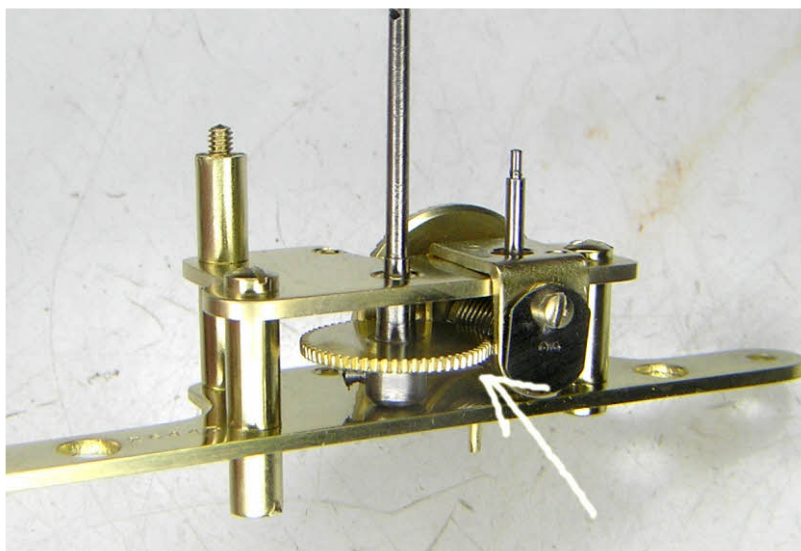
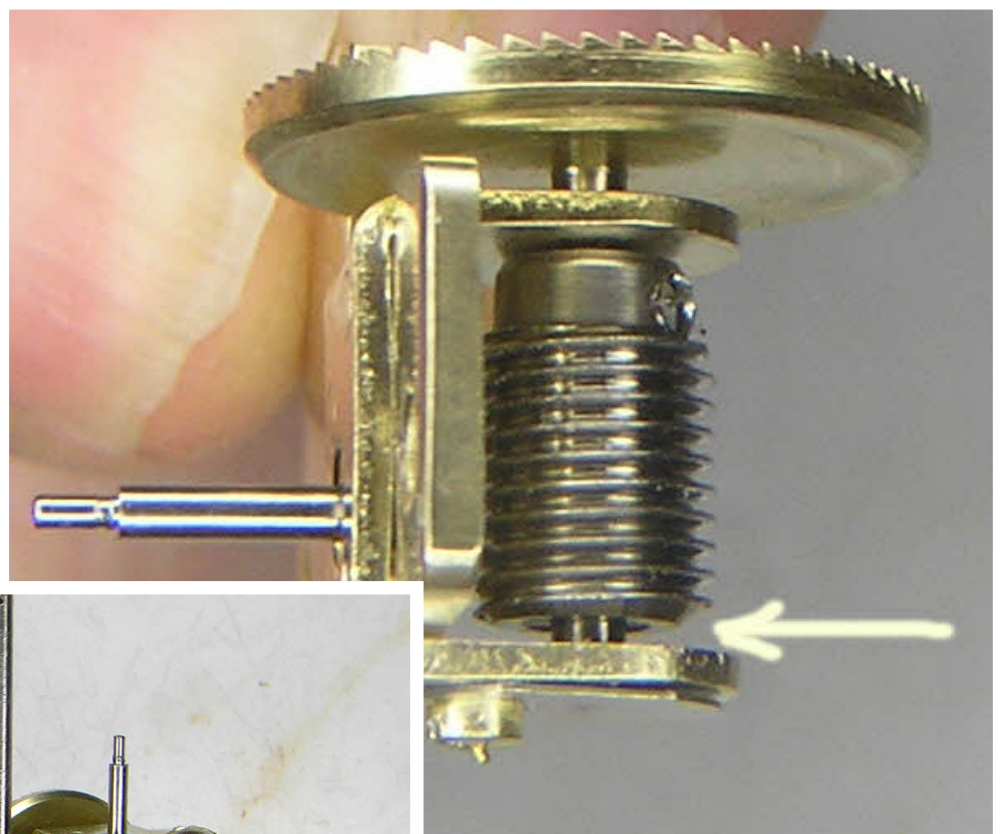
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*The new hardened nipple machined to size and polished.. The frame was also straightened back to 90 degrees before refitting the worm and wheel. The wheel now spins freely with enough clearance all round so as not to foul anywhere. The whole sub assembly was then fitted to the movement and tested for ease of movement and tolerance.*



*The photo at left shows the frame back in position on the main movement plate. The worm engages correctly with the centre arbour and all runs freely with no excessive shake.*

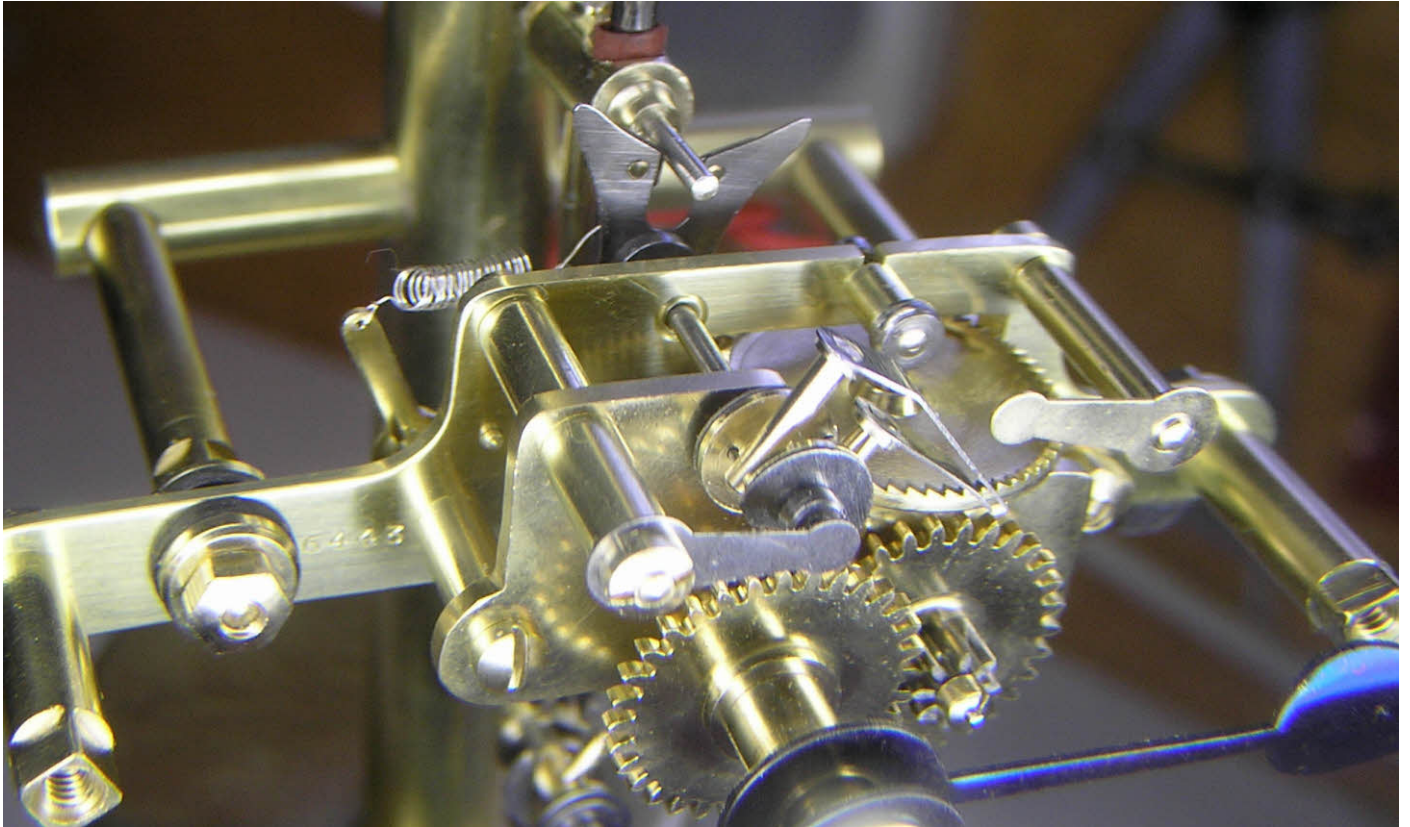
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*The rest of the movement presented no unusual problems and went back together easily after cleaning.*



*The suspension and pendulum back in place with the new looped contact silver wire that maintains the electrical contact between the frame and pendulum rod.*

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*I had an original oval label in the spares draw and this has been applied to the base using old tarnished brass nails to match the tarnished label. It look as though it has never been removed.*



*I managed to save the cord and work carefully around it. The wood has been given a final coat of wax. The magnet was a little weak and has been re-magnetised to read 180 on the magnetometer before finally polished with grate black.*

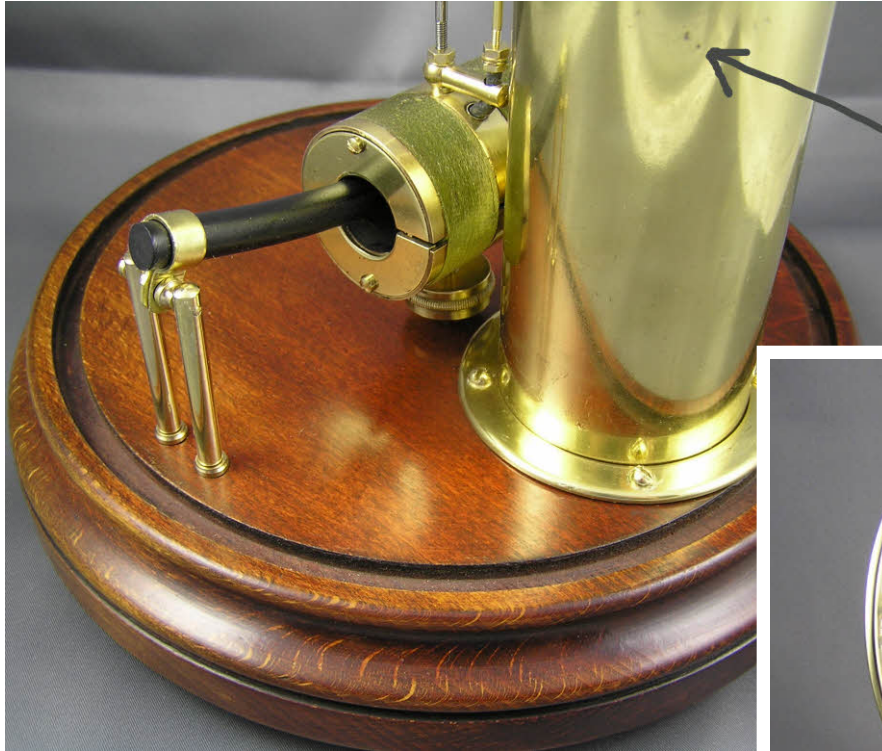
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*The battery column has shown up a few blemished caused by the battery acid. But they are now clean and should not present further deterioration.. The two photos below show the dial and movement in place on the frame, and the rear of the completed clock.*



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*The completed clock on test.*