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Bulle Clock Serial Number 28105.

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Restoration photos by kind permission of the owner. The clock as delivered. It is Crystal dome clock on an ebonised wooden base. This model has a half tube of 53mm at the back which protrudes up from the base by about 50mm. It is capped with a spun brass cap. Two grooves are cut into the tube just under the cap to allow the positive and negative leads to pass from the battery to the movement. The dial is partly silvered and displays the usual crimps and buckles where the dial has been twisted against the screws and large washers securing it the the frame. Other than that it has no major blemishes. There seems to be some damage to the battery tube and cap. The cap will need replacing, while the tube will need a bit of beating out. The tube cannot be removed easily without damage. They are thin walled and are extremely tight in the wooden base.. Consequently they will fold and buckle if removed.. I'll concentrate on the tube repairs in the following pages as most of the other work has been covered many times on other clocks .

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The cap has seen better days. It will be high on impossible to knock all the dents out and still keep its shape. It's much easier to spin another on the lathe.



The photo above shows the rear of the clock, which seems to be complete and in reasonable condition other than the cap and tube. The photo at right shows the condition of the battery tube under the base. It has been heavily dented and abused by a previous repairer trying to remove it probably to try and clean the battery acid from the inside. They have tried to knock it through the base but it is much too tight. We will have to do all repairs in situ including removing the acid. We'll also try to knock out some of the dents

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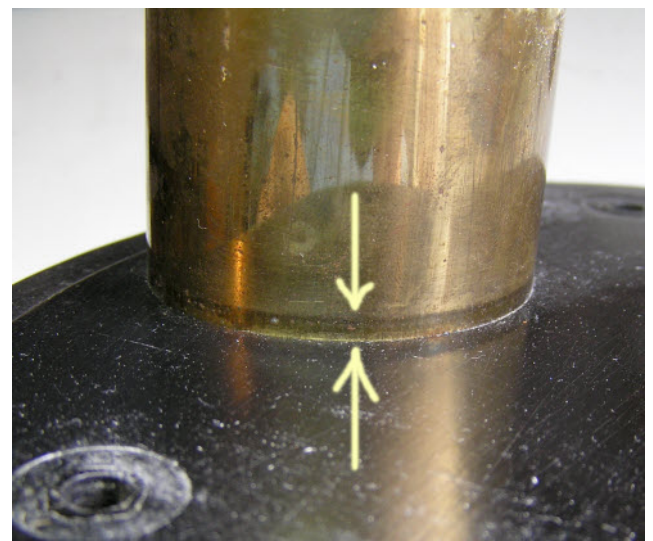
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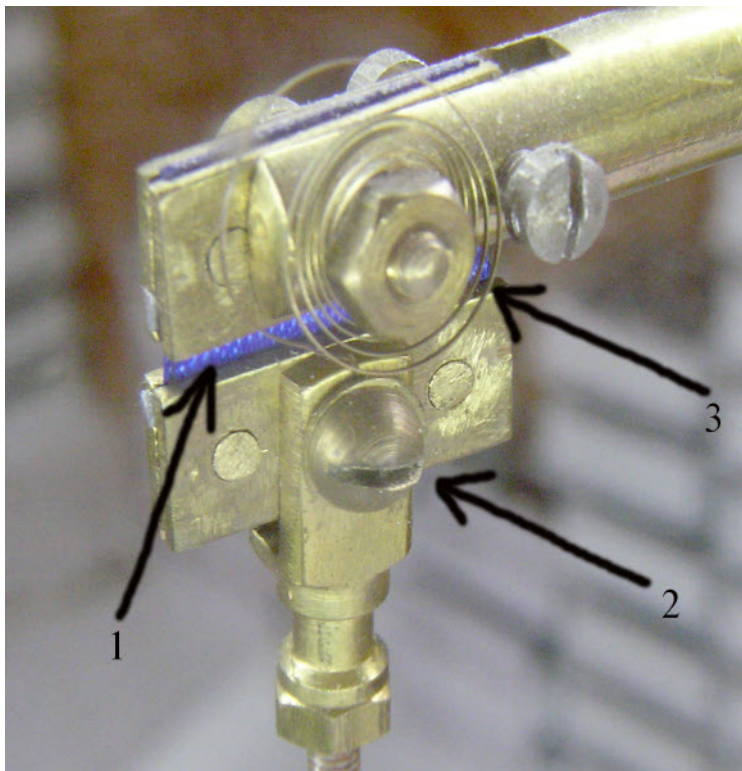
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The top of the tube is also disfigured and we'll have to try and smooth it out whilst trying to regain a clean round shape. Note the two slots in the top for the two wires.



Note the discolouration in the tube above. This is where the tube has been forced up through the base to try and remove it. This was unsuccessful and, so it seems, was trying to move it back. Hence the dark band. We will use a wooden block as a stake and hit the tube back into place before trying to straighten it. The photo at left shows (1) the piece of cloth used as a suspension. (2) a round head screw used instead of the correct nut and bolt. The bolt needed here is a special one that allows the bottom of the suspension unit to swing loosely in the pendulum bracket and yet still allow the nut to be tightened without pinching. (3) Part of a balance spring used as a contact spring.



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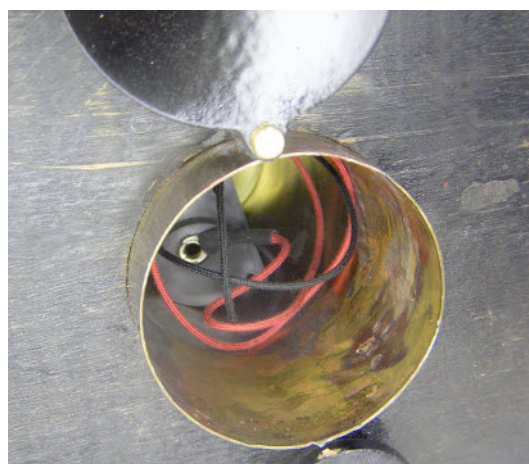
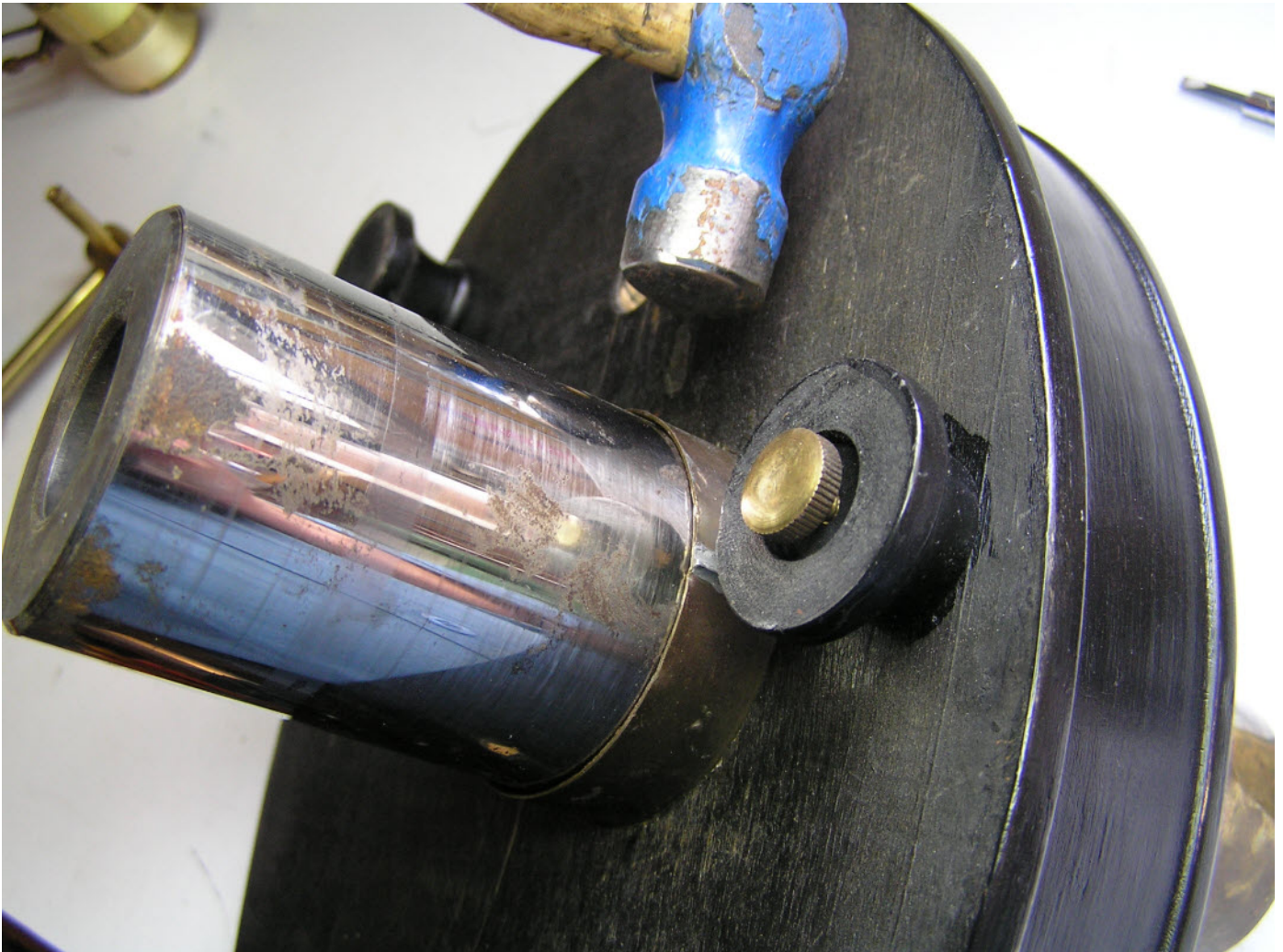
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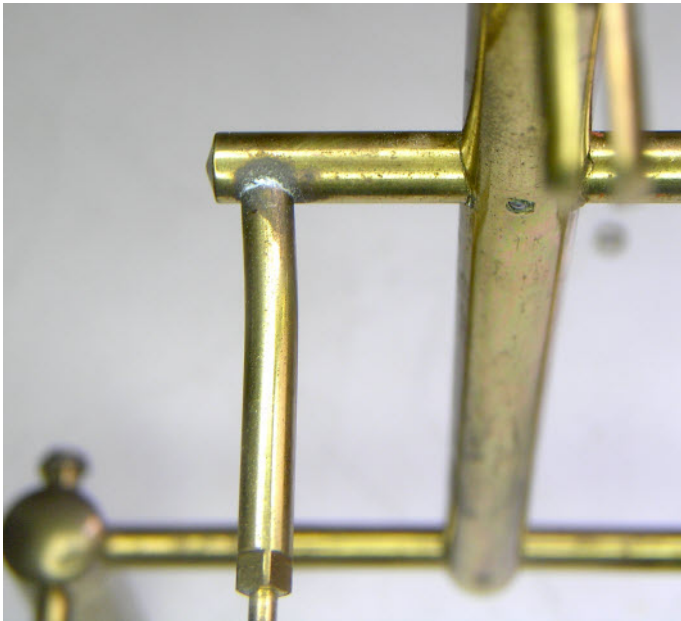
An old Gudgeon pin from a lorry engine is just the right size to use as a stake while hammering the tube walls into shape. The last photos show the tube top and bottom after this treatment. The new cap will now fit securely.

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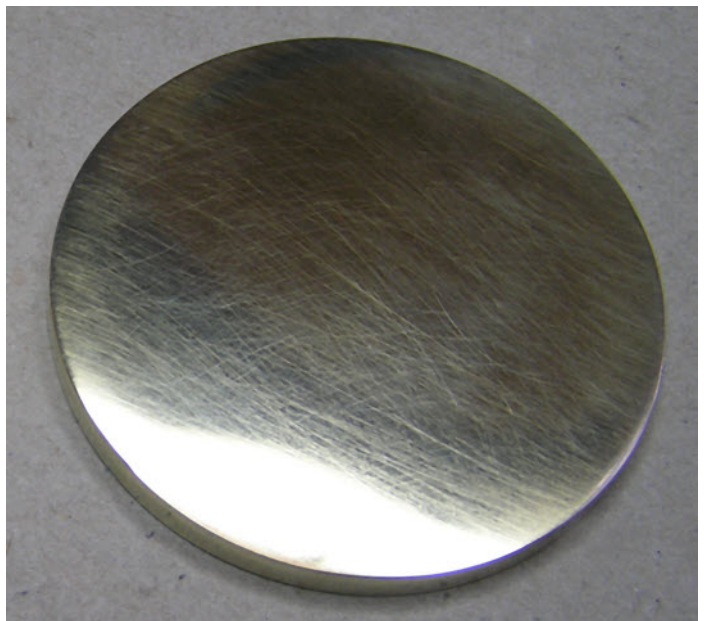
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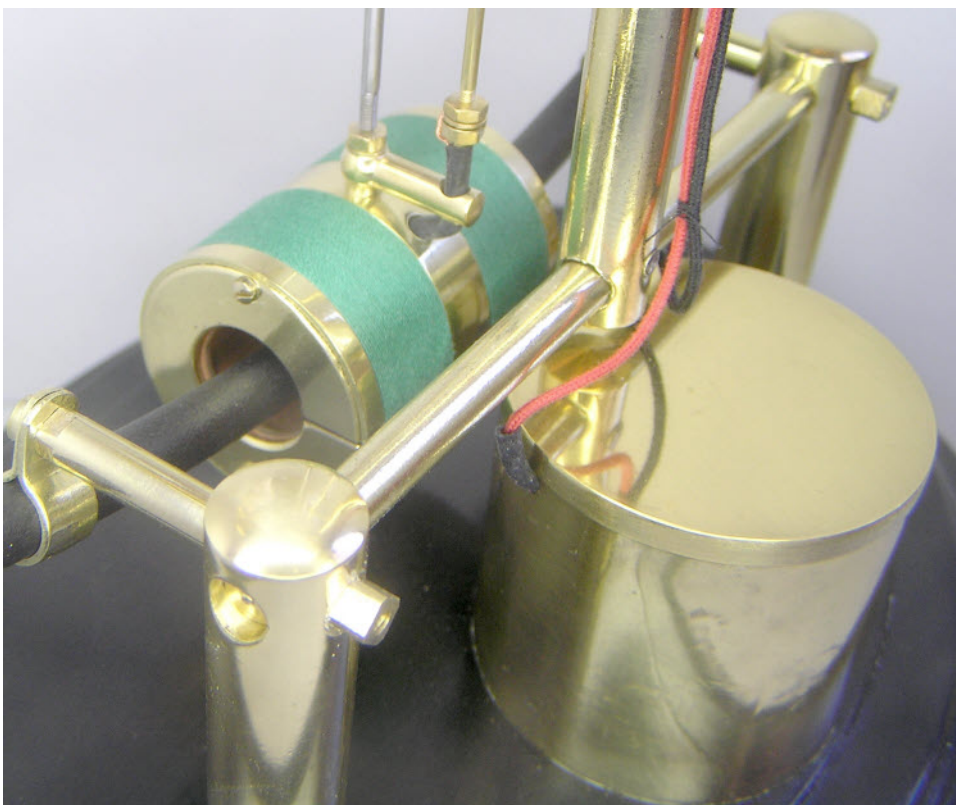
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The left hand movement support arm looks a little bent. This will need to be straightened.



The new battery tube cap after spinning. This process can be seen in the restoration of clock 180859.



The new cap in position on the repaired tube. The pendulum can be seen rewound in the new cord.

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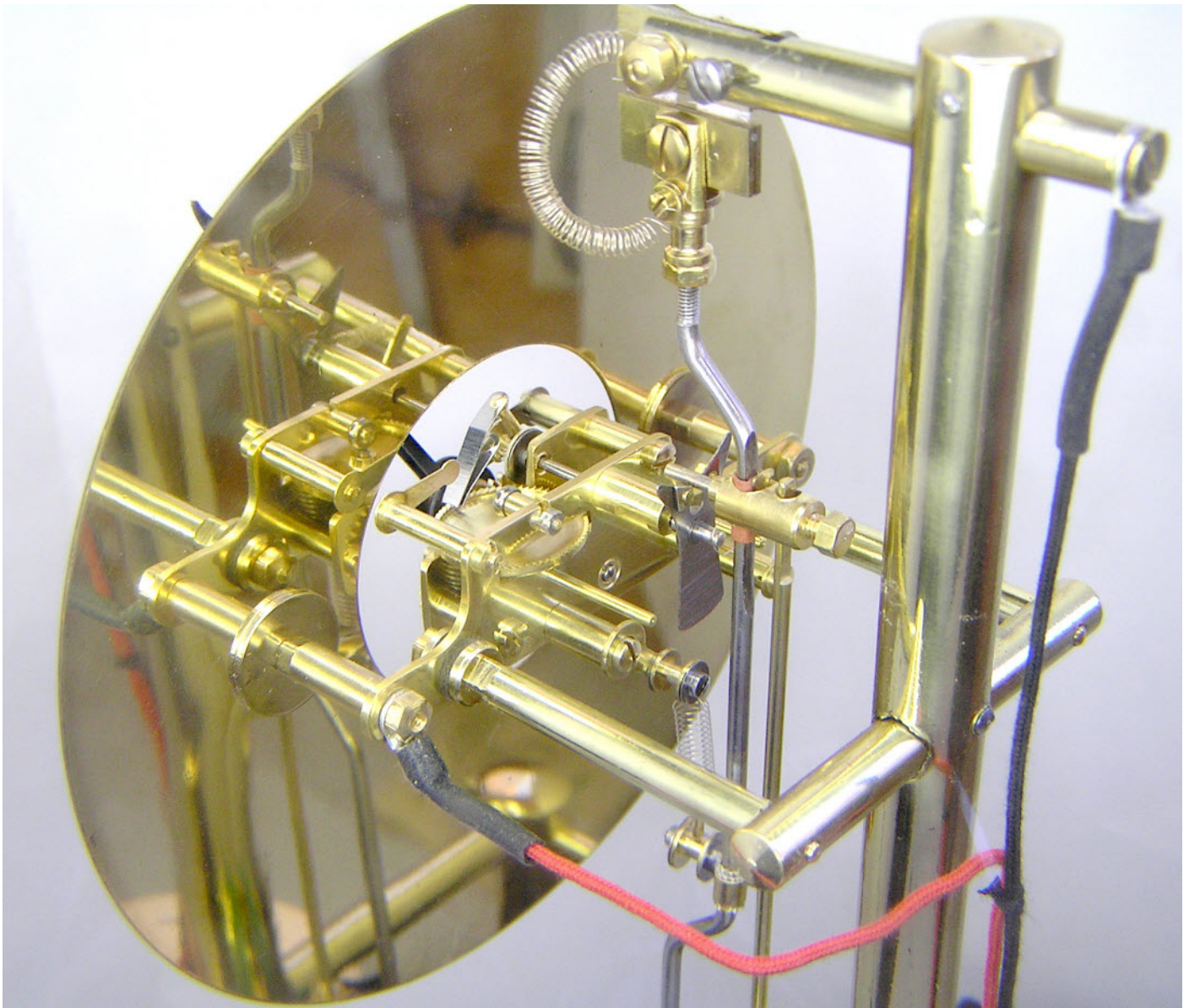
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The rest of the clock including the movement was in good condition and required no special treatment other than a good clean and polish. The results can be seen in this photo. The new suspension is in place with the new suspension nut and bolt. The wiring has been replaced with braided red and black wire. The clock is now set on test.

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The finished clock

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