

Horologix



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

Contact Peter Smith
Telephone 01454-880825
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[Email peter_smith@horologix.com](mailto:peter_smith@horologix.com)

Eureka Clock Serial Number 4793

*Restoration of Eureka
Clock Serial Number 4793*

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Photos by kind permission of the owner.

A short movement with ceramic skeletonised dial. The dial has a thin brass decorative ring on the inside edge. The dome, although not presented with the clock, is a square lower half rising to a round upper half. The clock generally looks OK with no major damage. The original felt is held in place with cellotape.

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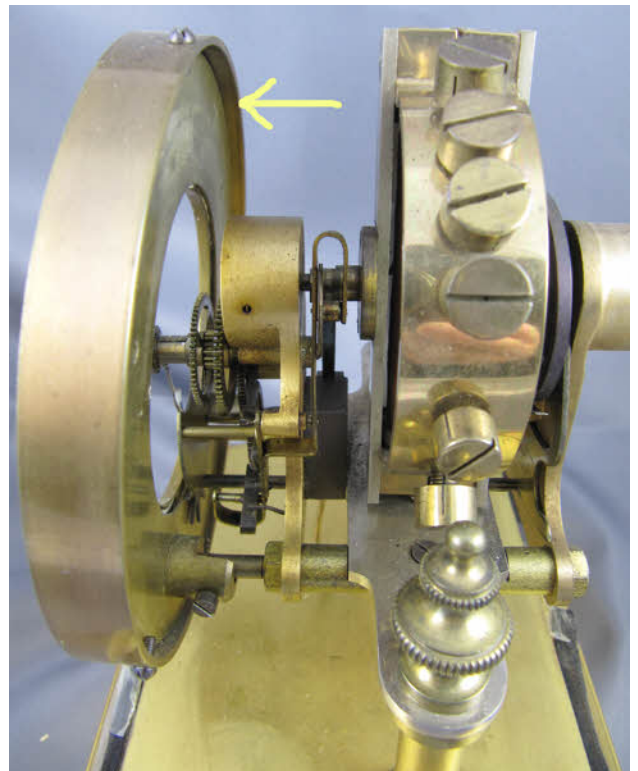
The rear of the clock



The hands are of the fine spade design



The underside of the base looks to be in good condition with all parts present. The modern wiring will be replaced.. The last photo shows the twist evident in the dial pan.



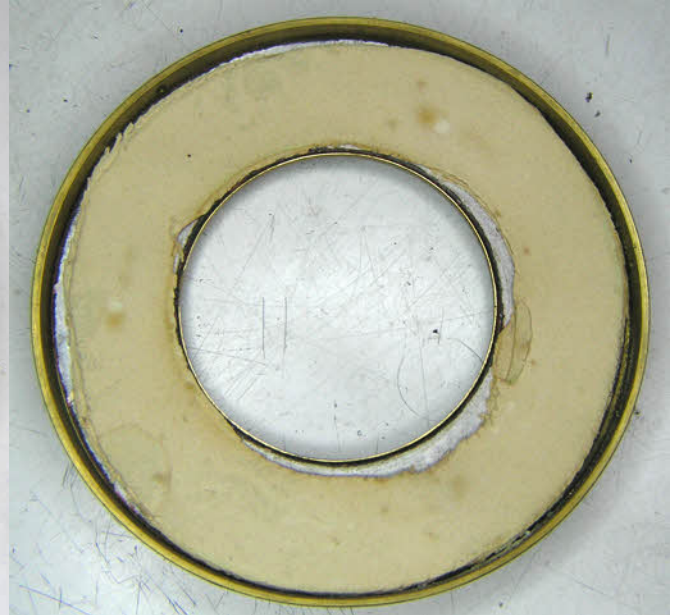
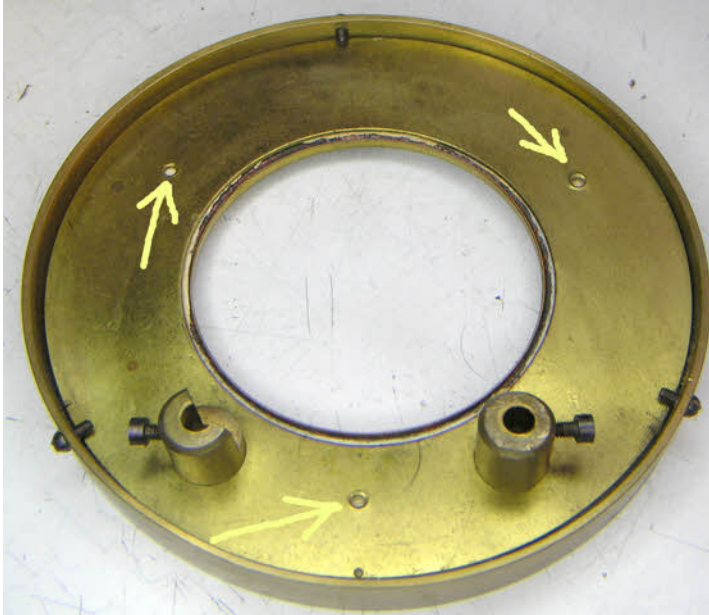
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The first photo shows the rear of the dial pan and the three holes through which there should be copper pins that were manufactured into the dial. These hold the dial in place and position the face correctly with 12 o'clock at the top. The pins are missing which suggests that there is some problem under the pan. The second photo above shows the pan removed and the cardboard set behind the dial. The last photos shows the damage to the dial where the three pins have been removed. After tidying up, the missing pins should not present any problems other than the difficulty of aligning the face.

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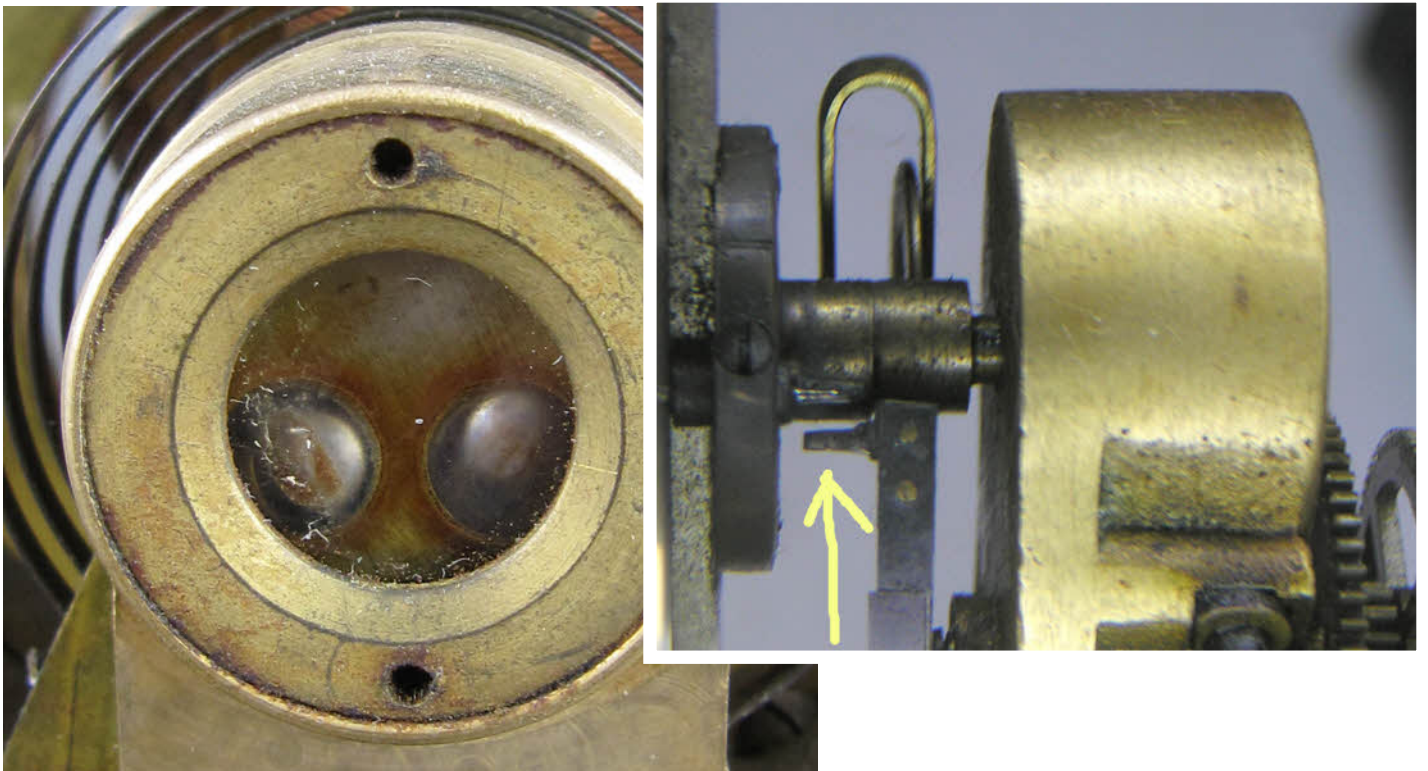
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The photo top left shows the bent dial pan which should easily be straightened. The other two photos show the battery retainer with a cloth cover which has then been removed.



The first photo above shows the rear bearing housing and the grime on the interior. This should only be old thick oil but it could just be rust! The second photo shows the contact flag (arrowed) which has worn considerably by millions of contacts over the years. This and the pin will be replaced.

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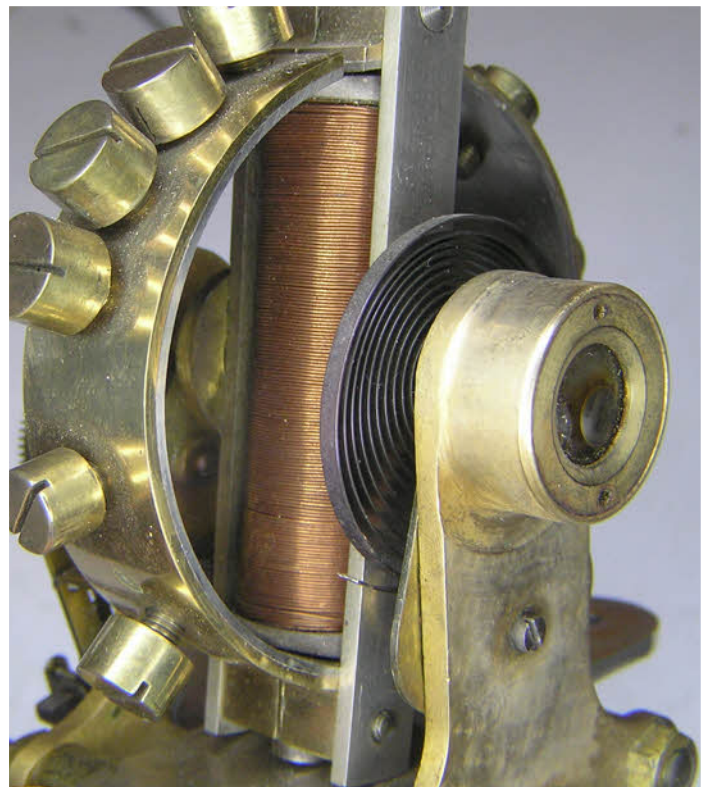
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The front of the movement which seems all in place bar the grime in the bearing housing, although it doesn't seem as bad as the rear.

The balance wheel and spring look to be in good condition.






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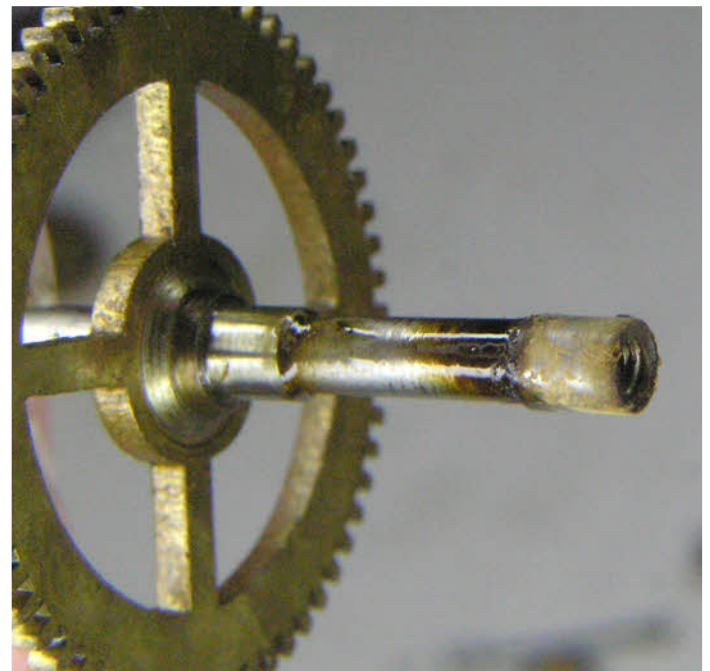
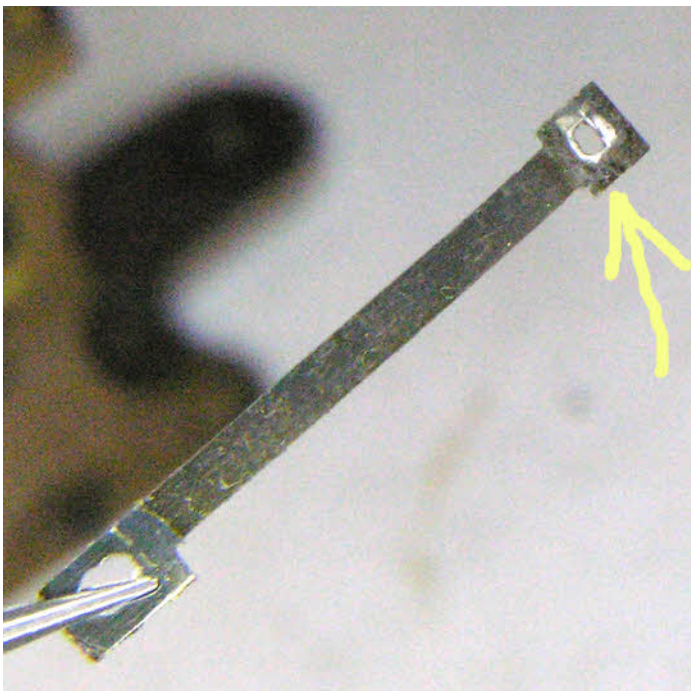
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The contact flag insulating block is covered in oil and wouldn't have been good for the electrical contact. It should clean up OK .

The grime in the rear bearing housing turned out to be caked oil; thank goodness. This is a lot easier to treat than rust.



The stop pawl spring has been worn completely through and will need replacing.

The centre minute wheel arbour was extremely difficult to turn and was in fact sealed in by old caked oil. Once the arbour was cleaned and polished the wheel turned easily.

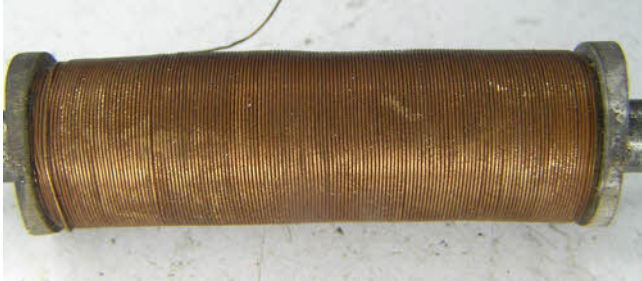
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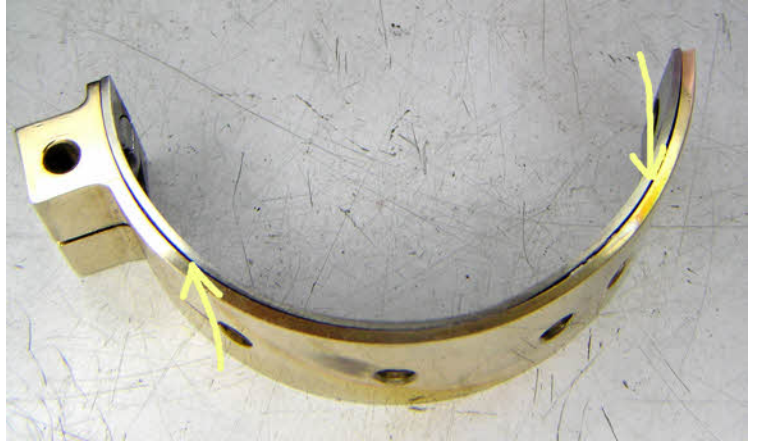
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Although it is not entirely clear from the photo above, the coil was very dry and the shelac finish had come off completely in places. So it was cleaned and then laquered to provide a seal.



The semi circular brass and steel of one of the balance wheel arms was separating as shown in the photo above.



The rim was heated gently until the two metals separated. Both parts were then cleaned up ready for re-soldering. Before doing that I needed some way of holding them together. After carefully aligning the rims, I clamped them tightly together and used some of the screws to hold the two pieces tightly before applying the heat. This ensured that the holes were lined up and that the screws would enter the threads easily when cool. The whole procedure only took a few minutes and the two pieces adhered perfectly.

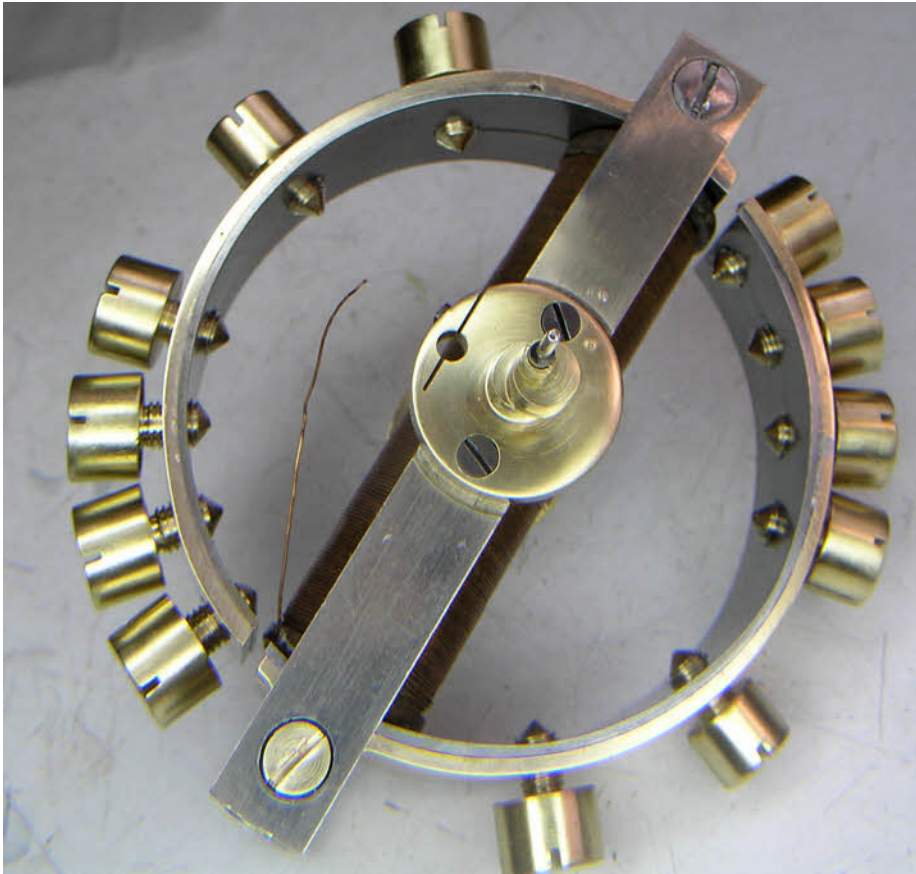
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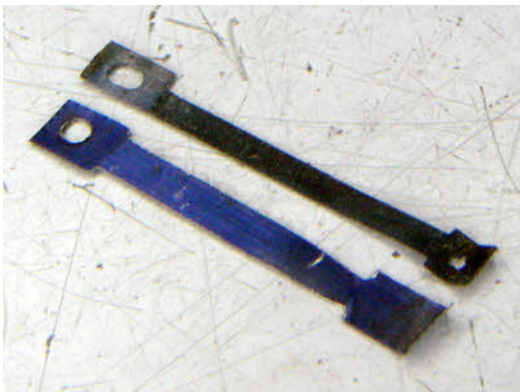
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At left we see the balance wheel after repair. The contact pin now needs to be soldered in place. Above is the rear bearing after cleaning.



This photo shows the new stop spring after initial cutting out from 0.004" spring steel. It just needs final shaping before fitting.



The last photo shows the cleaned balance spring.

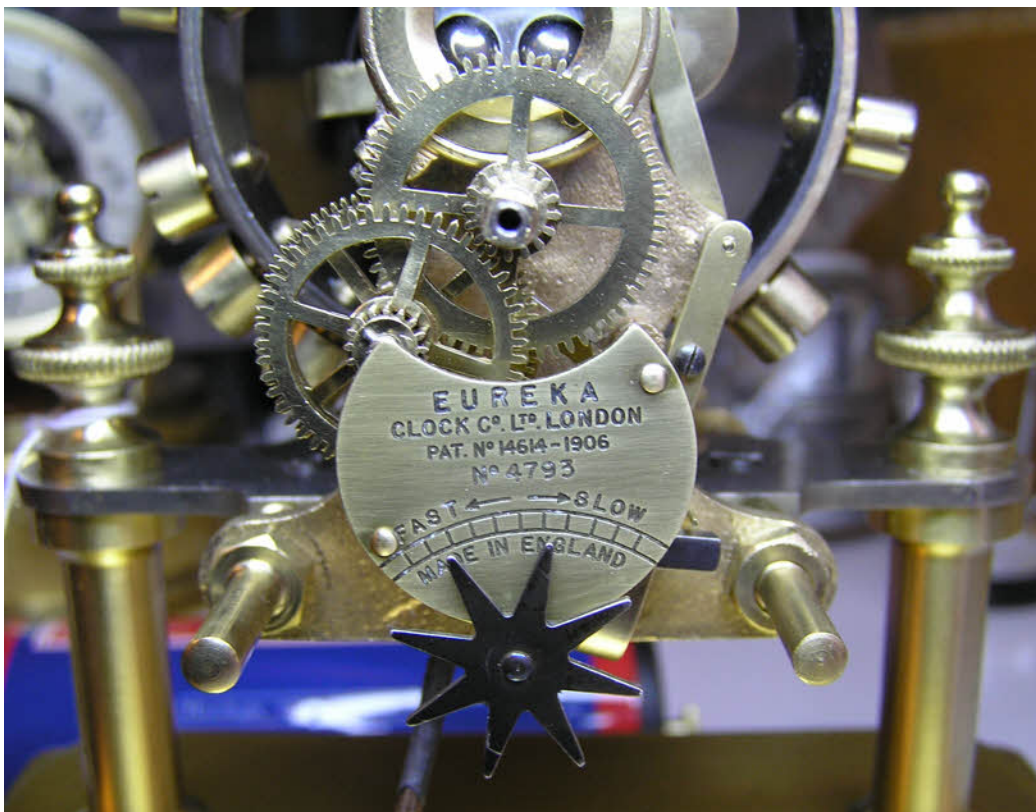
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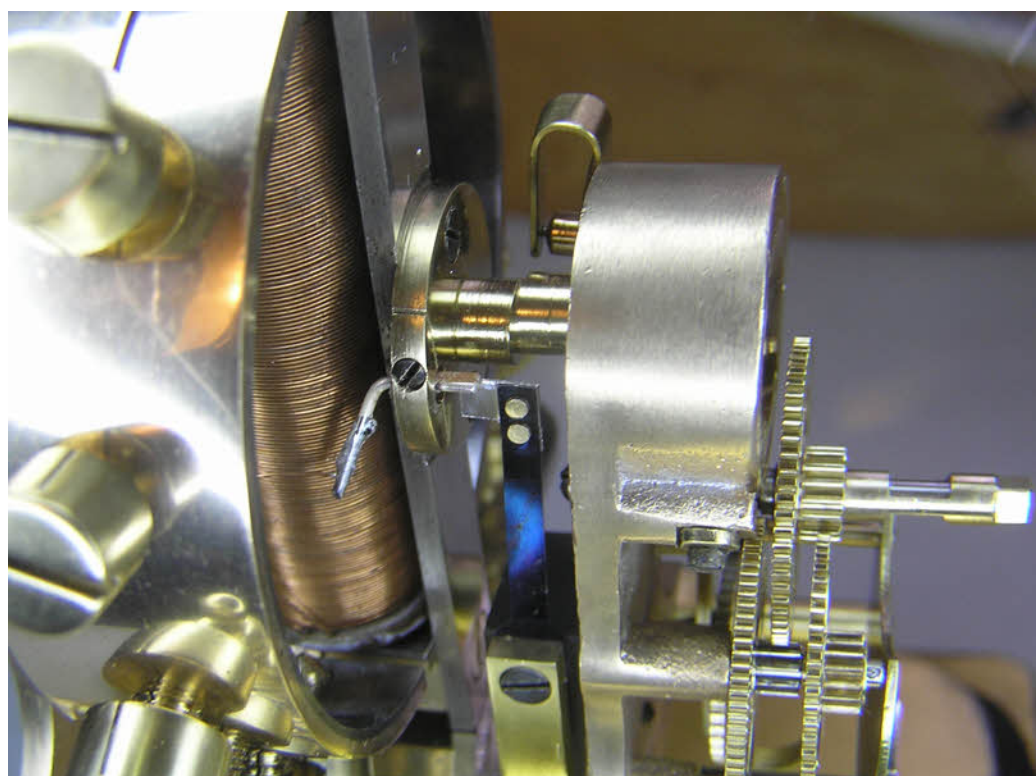
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The front of the clock after fitting the motion work and s/n plate.



The new contact pin and flag fitted.

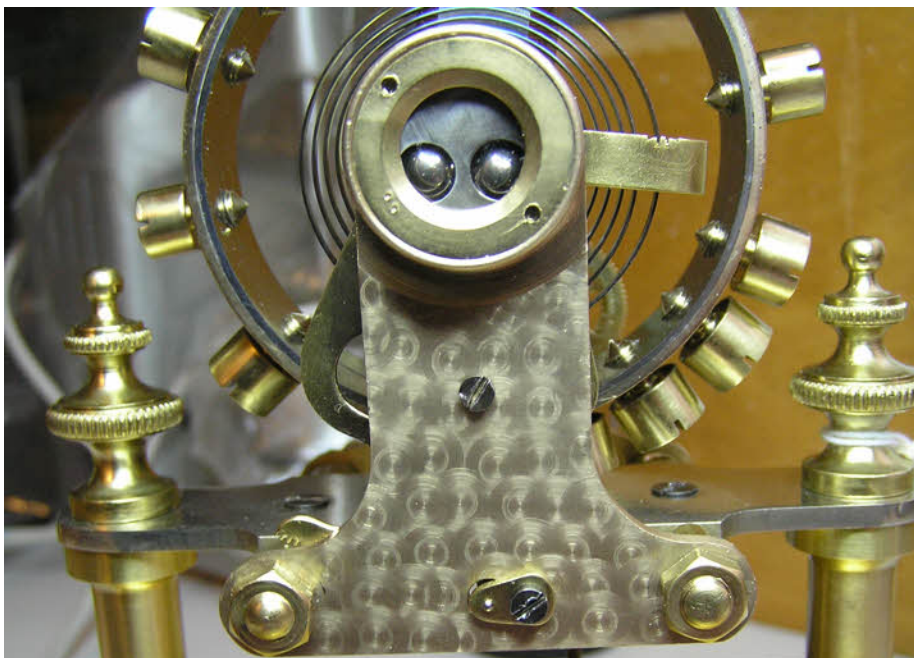
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Two views of the rear of the clock.

