

Horologix



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

Contact Peter Smith
Telephone 01454-880825
Or Mobile 07969-773480
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Eureka Clock Serial Number 8810

*Restoration of Eureka
Clock Serial Number 8810*

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*Eureka clock 8810
as supplied.*

*Photos by kind per-
mission of the own-
er.*

*This is a tall move-
ment with motion-
work above the
balance wheel. It
has a three ball
bearing pivot hos-
ing with no steel
shim. The case has
been withheld by the
owner for safe keep-
ing with the move-
ment secured to a
temporary wood
stand.*

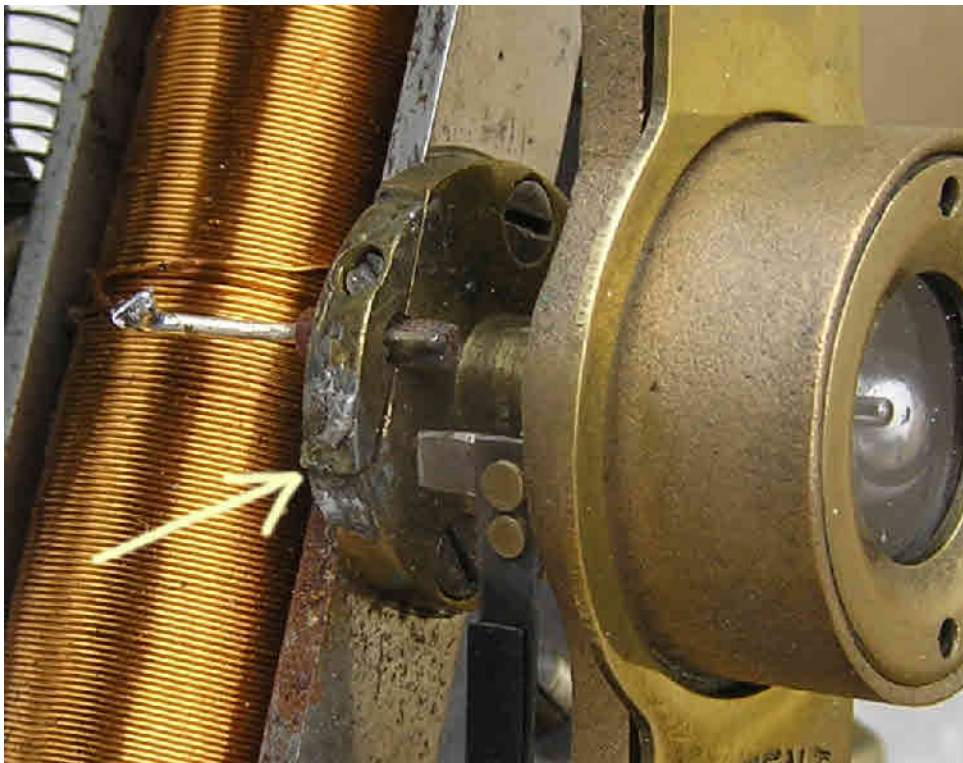
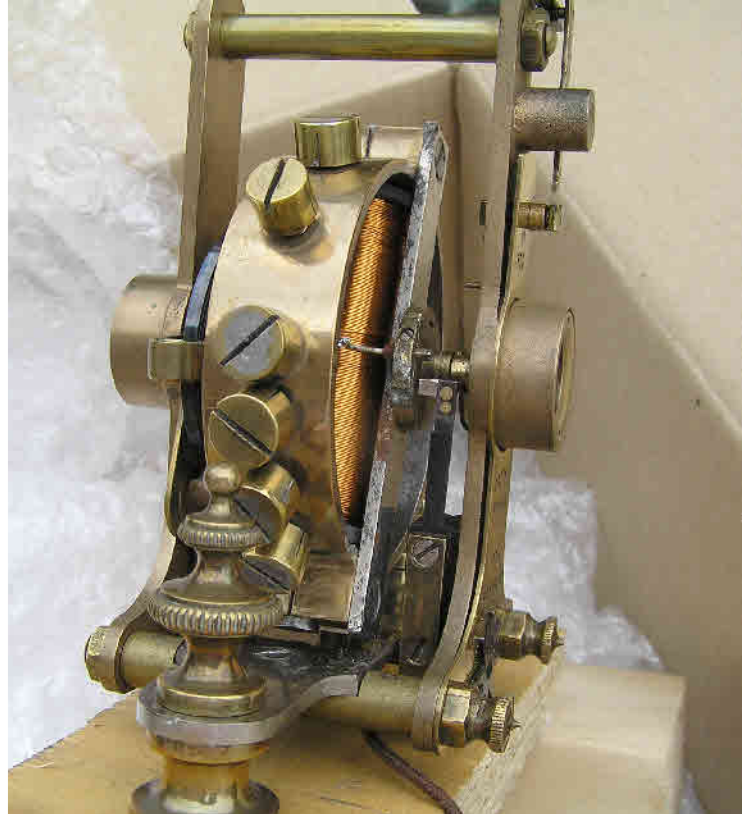
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The photo top left shows the whole movement removed from it's packaging. A cursory look gives the impression that the clock is complete and in reasonable order. But close inspection reveals quite a few problem areas. The first is the front balance wheel pivot assembly. It is in a poor state and has snapped at the point where the contact pin is secured. Some solder has been applied in an effort to re-attach the broken piece. It is an awful mess and will need to be replaced. The owner has replaced the armature winding as the original was missing. It looks OK and reads a good 20 Ohms.

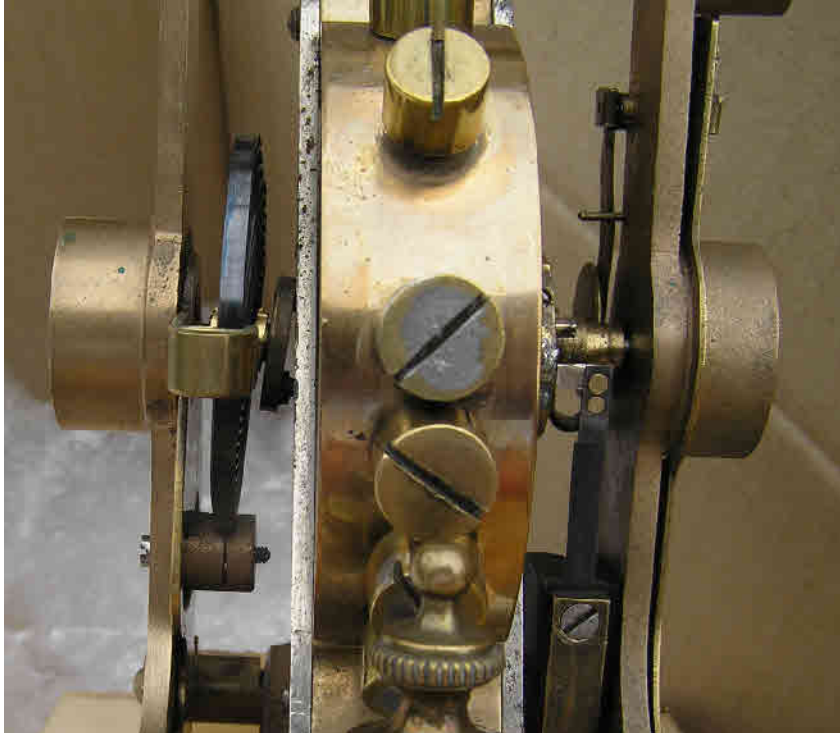
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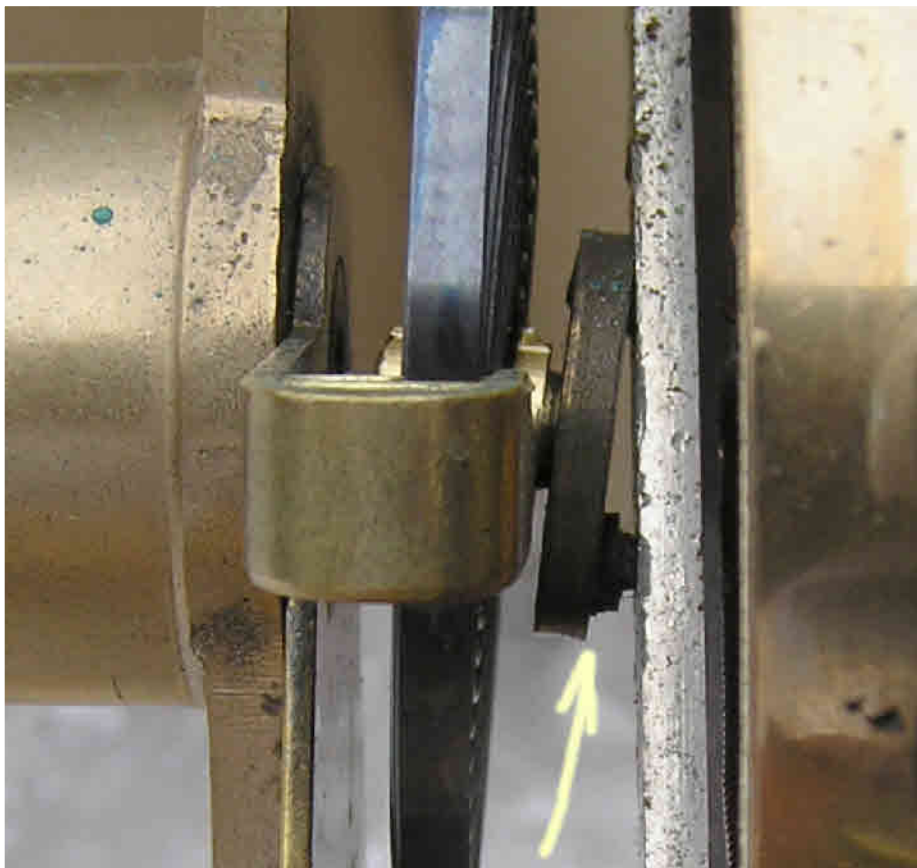
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The balance wheel also shows signs of poor repairs. Note the skin of solder on the screw head. About seven of the screws show the same solder marks. Now cast your eyes to the left balance pivot assembly where the balance spring is attached. This doesn't look good at all. The assembly is at a vicious angle to the wheel. It looks as though it has been pulled away from the wheel.



This lower photos shows the problem in more detail. It looks as though the screw has "pulled" through the assembly.

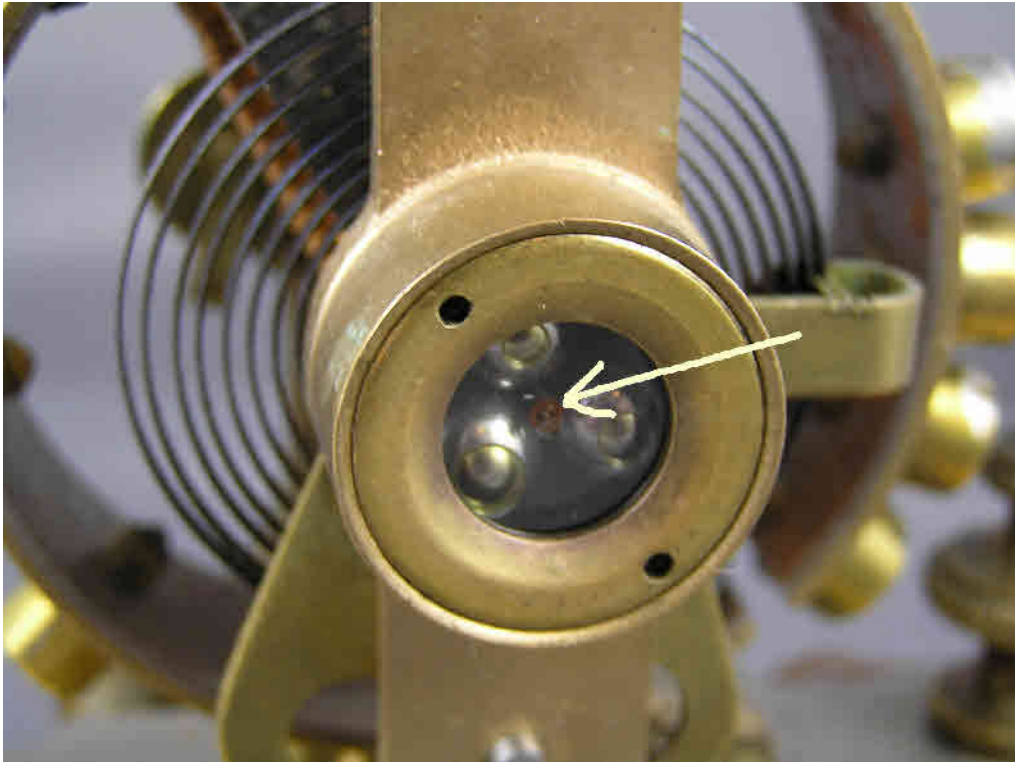
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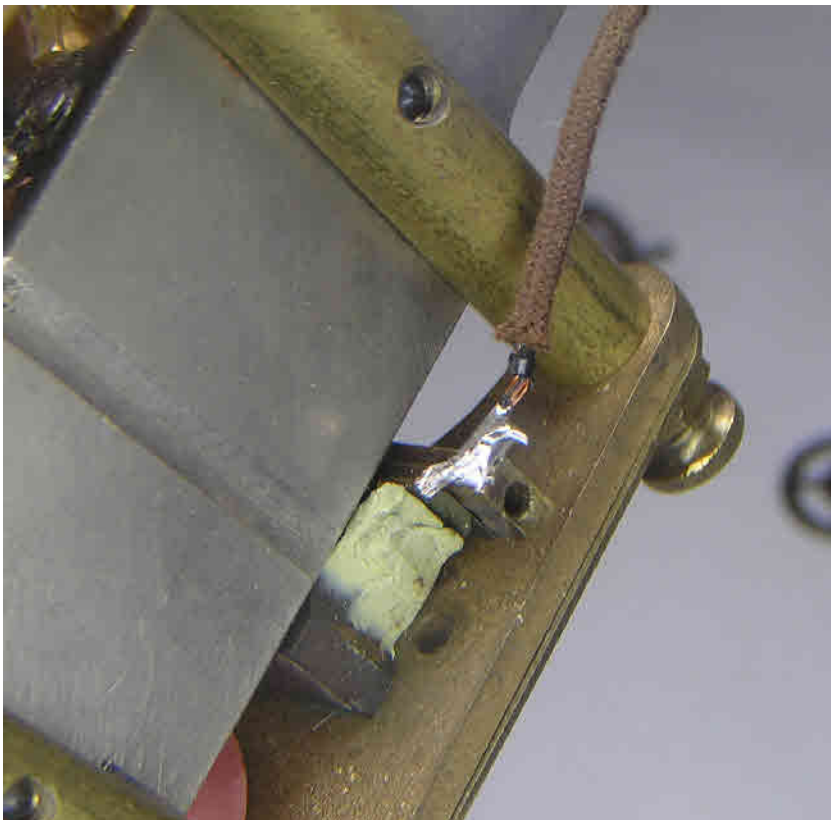
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The rear pivot bearing housing also shows signs of rust with the pivot boring a hole in the glass. The impulse arm shown below, is complete if rather a little battered.



The fibre block that carries the contact flag terminal has been broken and filled with plastic filler. The soldered connection is also very poor.

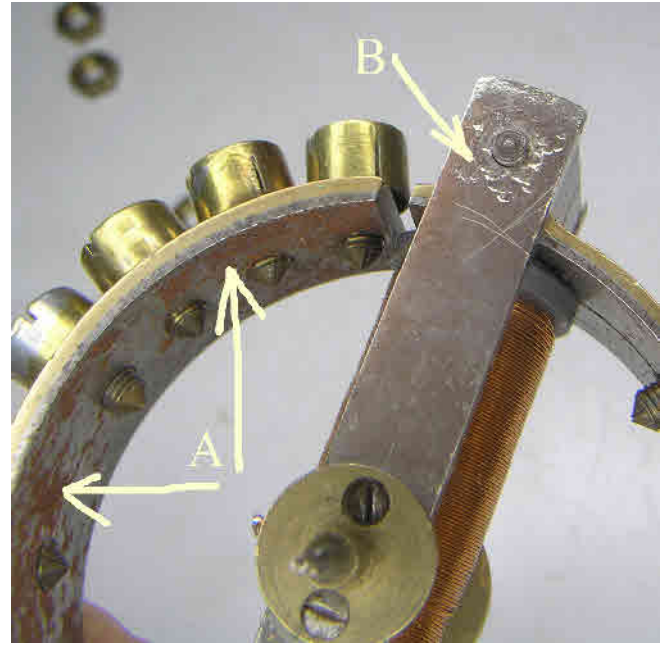
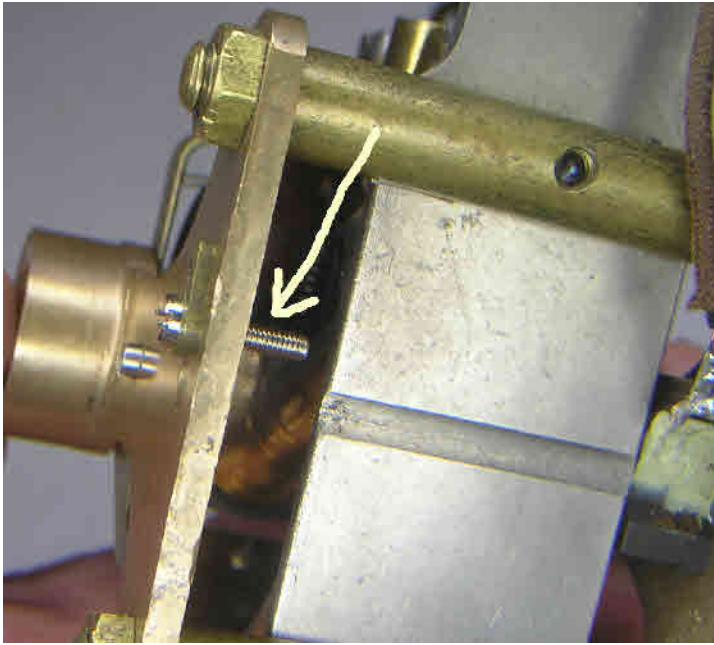
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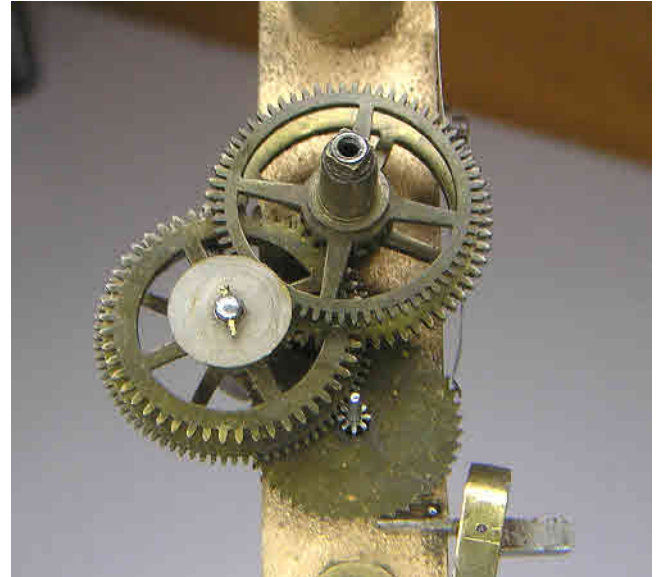
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The photo above shows the over length screw holding the rear pivot of the star wheel rating arm. This will be replaced.

Here we see that the generally poor condition of the clock with rust on the steel rim of the balance whee "A" and the hammer marks around the screw at "B".



This is interesting. At least eight of the screws have either been hot soldered or have twists of solder added to them. This must be to add weight and slow the clock down. The hot soldered screws will be the most difficult to correct and clean up without leaving marks.

The motion work looks OK with no damage or teeth missing.

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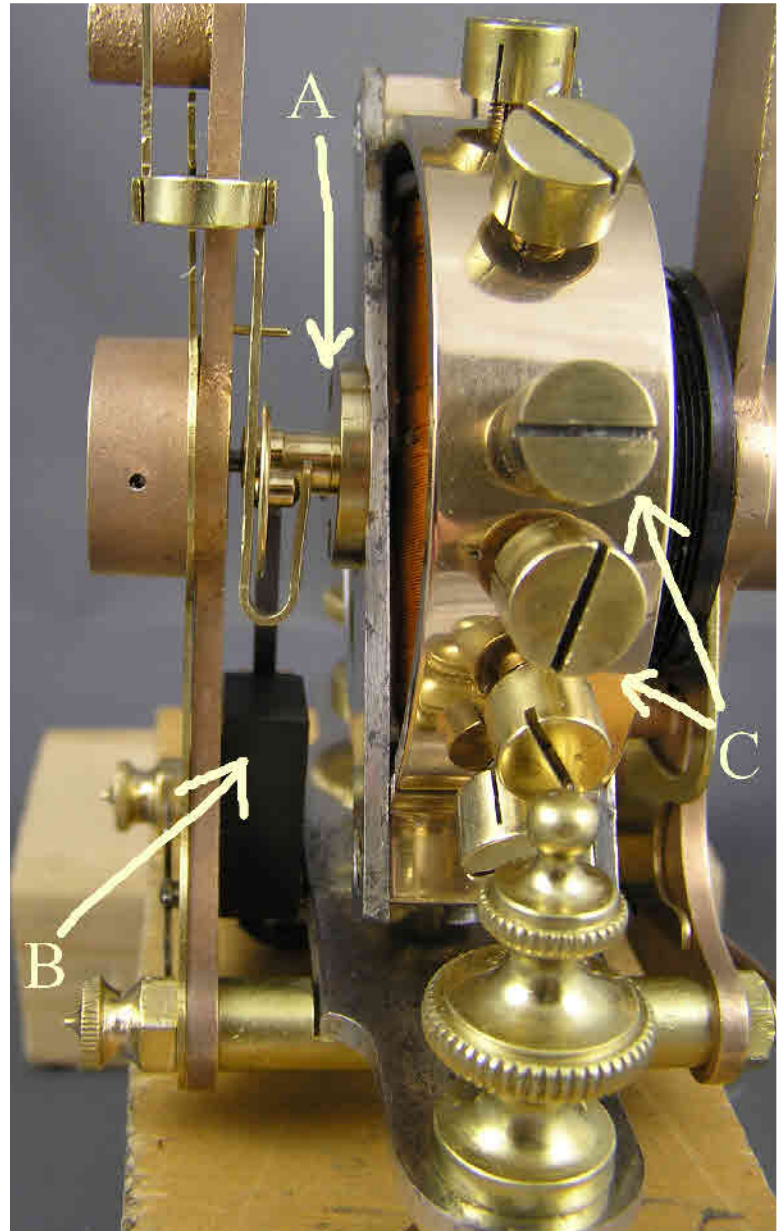
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The new front pivot assembly in place on the cleaned and balanced wheel.



Besides the fact that it was unsightly the old mount was broken at the point where the lower contact retaining screw passed through. This meant that the flag was not pulled tight against the contact terminal and would therefore give a poor and intermittent connection.



In the photo above we see A) the repaired rear pivot. B) The new fibre terminal block in place. C) All the screws have been heated to try and remove the solder, then mounted on the lathe and "touched" to try and remove the excess solder on the outside.

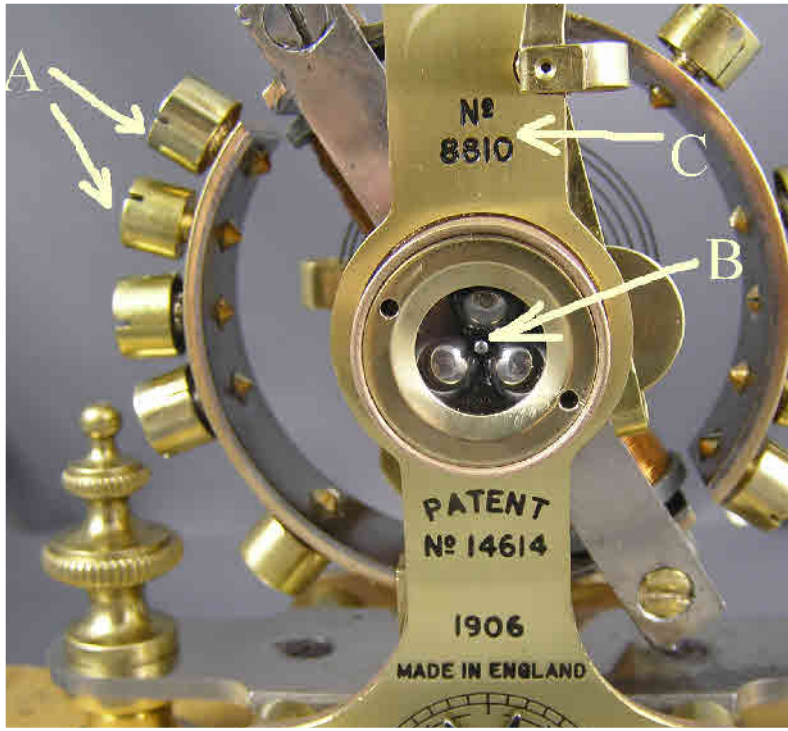
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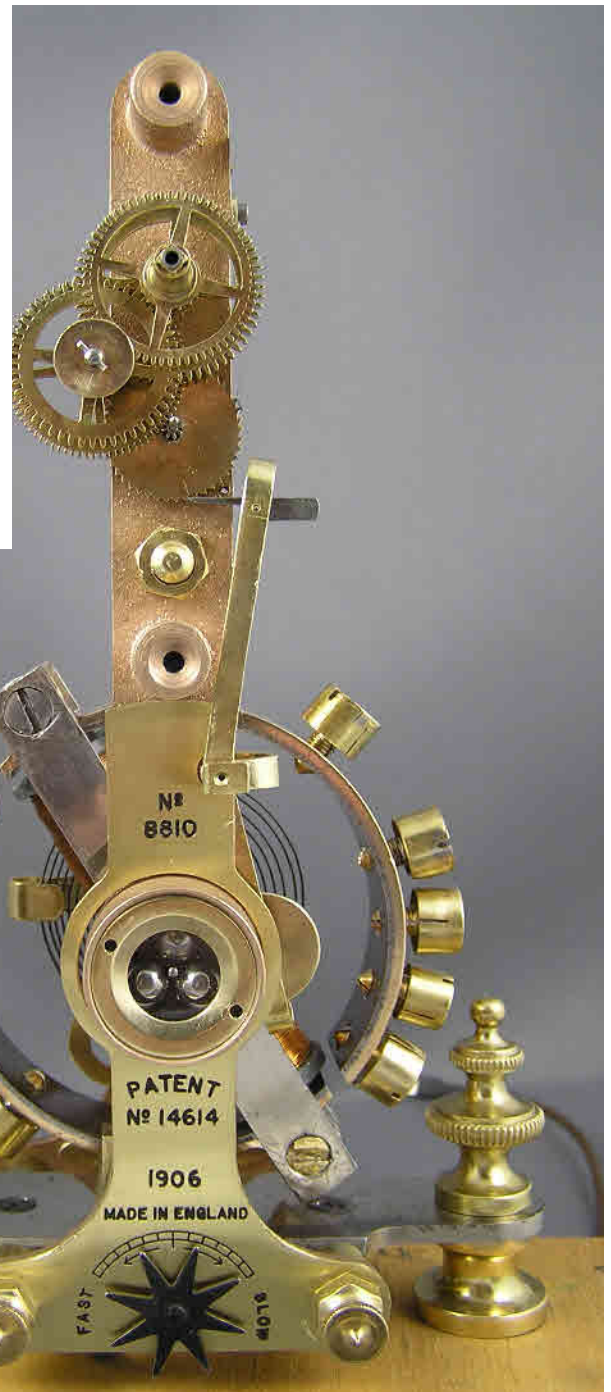
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Below we see a full view of the completed movement.



The photo above shows:-

A) All screws restored.

B) The pivots have been polished to present a smooth end to the glass plate. The balls have also been polished and wiped in an oiled cloth. There is no need to add excessive oil.

C) The identification plate has been cleaned and the characters refilled with black wax.

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The completed clock.