

“The Carriage Way”



International Carriage Clock Chapter #195
Founded 2013

The National Association of Watch and Clock Collectors

Volume 2023 No. 3



Carriage Clocks from Around the World

- Carriage Clocks come in various forms and designs, and from many parts of the world.
 - The exhibition illustrates this wide and varied variety of clocks that we can consider carriage, or travelling, clocks.
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President's Report



Stan Boyatzis

Thank you to all our members who attended our face-to-face meeting in Lancaster. A total of 45 old and new members attended the meeting. I hope you enjoyed the meeting and that you also were able to attend the carriage clock exhibit at the NAWCC museum. Leigh Extence from the UK gave a well-received presentation at the museum that highlighted the clocks and the various carriage clock makers from around the world that were in the exhibit. Members attending the presentation were then invited to walk through the exhibit and see the clocks on display. For any member who did not get a chance to see the exhibit, the clocks will be on display until early November. Some rare and unusual carriage clocks are on display. I have included photos and a summary of the clocks on display at the exhibition as a separate article by Leigh in this newsletter.

Thirty-two new members were signed up at the 2023 National. To these new members I extend a special welcome. To date membership stands at 230.

A special thank you to Janelle Soach, Collections and Research Assistant at the Museum, whose help was invaluable in putting together this special exhibit. Thanks also to Alex Simpkins for his support with the audiovisual and recording of the carriage clock lectures.

Leigh Extence also gave a second lecture at the Chapter 195 face to face meeting. His illustrated talk was about the great carriage clock-making father and son partnership, Pierre and Alfred Drocourt. Leigh brought across two exceptional clocks from his own collection to illustrate his talk. The first clock was a present from Queen Victoria to her favourite godson Victor Biddulph and the second clock a wedding present to Alice Liddell who was, Lewis Carrol's inspiration for 'Alice in Wonderland'. For any member who missed the talk or who would like to listen to it again you can access this on the NAWCC YouTube Channel.

<https://www.youtube.com/@NAWCCMuseum/videos>

Congratulations are extended to our Vice president, Ken Hogwood, who was awarded a Star Fellow at the National.

The second article in the newsletter is by Tom Wotruba. Tom has researched and describes 12 beautiful carriage clocks that he owns and now wishes to sell. The article makes a good reference source as Tom has written individual published articles on most of these clocks. Prices are not discussed but any member interested in further details can contact Tom directly at twotruba@mail.sdsu.edu

Copies of previous newsletters, hints, and a question page are included on our website. There are also carriage clock articles from the Bulletin and carriage clock videos from the NAWCC library. You will need to be logged in as a NAWCC member to access these.

<https://new.nawcc.org/index.phpSEB195rosshogan@optusnet.com.aup/chapter-195-international-carriage-clock>

A link to the 1stdibs website is included. This is a useful website to research retail prices of carriage clocks and what is currently for sale. The website is updated weekly. We are happy to include other websites that may be of interest to the membership.

Members of the Executive Committee:

Stan Boyatzis: President (Aust.) Email: carriageclocks@optusnet.com.au

Ken Hogwood: Vice President (USA.) Email: kenhogwood@aol.com

Doug Minty: Secretary (Aust.) Email: dminty@optusnet.com.au

Chris Maher: Director (Aust.)

Tom Wotruba: Director (USA)

Leigh Extence: Director (UK)

Greg Cook: Director (USA)

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Carriage Clocks from Around the World

An Exhibition hosted by Chapter 195

NAWCC Museum
Columbia PA

Presented by Leigh Extence



France

- Breguet - The forerunners of the carriage clock industry.
 - Founded in the late-1700s by Abraham Louis Breguet, born Neuchâtel, Prussia, now Switzerland, in 1747.
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France

- In 1796 Breguet began the construction of a *pendule de voyage*, quite possibly only the second ever made, for *S.M. François de Bourbon, King of Naples*, which was finished in 1809 and sold for 4000 francs, being signed *Breguet & Fils* as he was now working alongside his son Antoine-Louis.
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France

- The carriage clock industry in France was formed circa 1820 by a number of early pioneers including Paul Garnier, Henri Jacot and the Hologue family utilising the introduction of 'mass-production' and out-sourcing to create good quality affordable clocks.
 - A Paul Garnier Series I carriage clock with the movement supplied to him by the Hologue family of Saint Nicolas d'Aliermont. Note the case style.
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France

- A fine clock from the Breguet workshops, signed *Breguet Neveu* (Nephew) and now run by family members following the death of Abraham-Louis in 1823 and retirement of Louis-Antoine in 1833.
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France

- A similar case style housing a movement by Henri Jacot and retailed by E. Dent of Paris.
 - Note the *trefoil* hands and near-identical Roman numerals to the dial.
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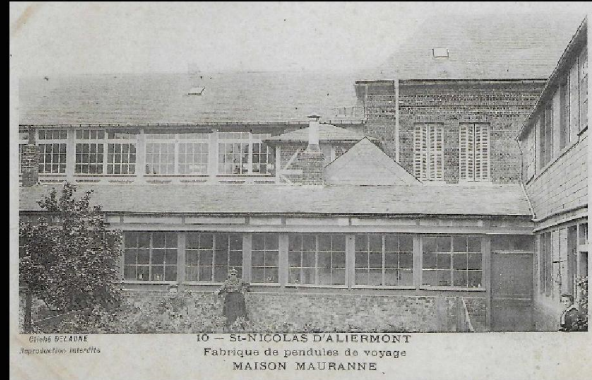
France

- Carriage clock makers were supplied parts by out-sourced *ateliers*, often from the same town.
 - Platform escapements, mainsprings, wheels and pinions were often bought-in from further afield.
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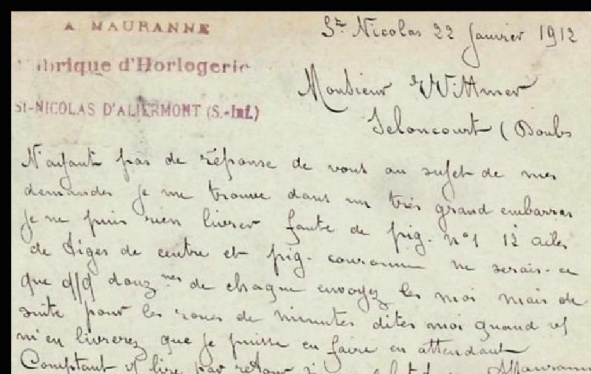
France

- Carriage clock makers were supplied parts by out-sourced *ateliers*, often from the same town.
- Platform escapements, mainsprings, wheels and pinions were often bought-in from further afield.
- Mauranne manufactured *blancs roulants* to be finished by makers such as Couaillet Frères whose workshops can be seen towering behind those of Mauranne in this image.



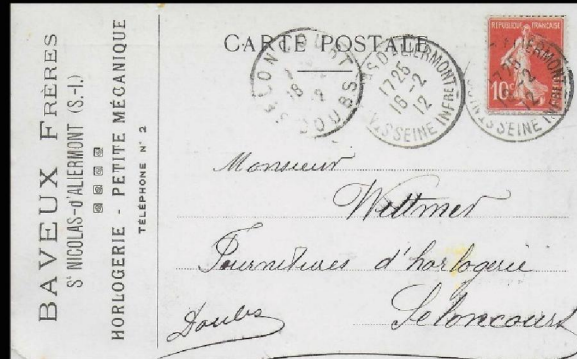
France

- A postcard from Mauranne requesting supplies of pinions from *Monsieur Wittmer* who had workshops in the Doubs region of southern France.



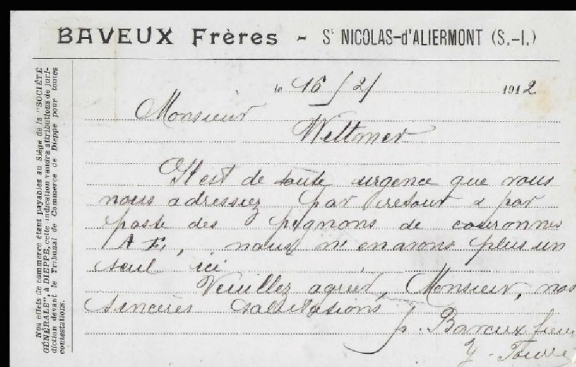
France

- One of the finest of the French carriage clock makers, Baveux Frères, also requesting supplies of pinions from *Monsieur Wittmer*.
- Baveux were carriage clock suppliers to *Henri Jacot* with the founder Louis Baveux having been in partnership with Henri himself in the 1850s.



France

- The request hand-written and signed by the long-standing Baveux workshop manager Fauve.



France

- The Doubs region is situated in the southern area of France with the hills and mountains of the Jura region bordering Switzerland and near Geneva.



France

- As with their counterparts in the north, so the makers of this horological area congregated in certain towns and districts such as Badevel where Japy had large workshops.
- Shown here are part of the further Japy workshops and workforce at Fesches-Le-Chatel situated just a few miles from Badevel.



France

- Although most carriage clocks were made elsewhere in the country, and either finished in Paris or supplied complete, the makers had their retail premises in the city.
- Makers such as Jacot, Margaine and Drocourt didn't have shopfronts, just workshop space, whereas others such as L. Leroy had *magasins* and sold to both the public and trade.
- This image shows the Leroy premises at 7, Boulevard de la Madeleine.



France

- A close-up of the shop window shows a variety of carriage clocks retailed by L. Leroy & Cie at Boulevard de la Madeleine.



Switzerland

- Clockmaking in Switzerland was centered around the towns and surrounding hills of Geneva and aligned with their near-neighbours across the border in the Doubs region. As such, makers from both areas shared many of the same suppliers of parts that make up a carriage clock.
 - The town of La Chaux-de-Fonds was home to hundreds of *horlogers* including the Courvoisier family, irrefutably the greatest family of Swiss carriage clock makers.
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Switzerland

- A fine carriage clock by Auguste Courvoisier sold at Bonhams.
 - Made for the Turkish market hence the calendar only needing thirty days as the Muslim month follows the lunar rather than solar cycle.
 - Philippe-Auguste Courvoisier (1803-1873) was the youngest brother in the *Courvoisier Freres* partnership, which lasted from 1845-1882, and continued the horological tradition established by *Courvoisier et Cie* in 1811.
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Switzerland

- A later, early 19th century, travelling clock signed for *Courvoisier & Comp.* (*Courvoisier et Cie*)
 - The design is reminiscent of those seen from both French and Swiss makers of the period.
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Switzerland

- La Chaux-de-Fonds was also home and workplace of another fine maker, Josué Robert, born 1691, died 1771.
 - Robert made fine clocks, as did his son Louis-Benjamin and grandson Aimé.
 - This example, showing in the exhibition, is signed *J. Robert et Fils & Co* and therefore made by Aimé in partnership with Louis Courvoisier, founded soon after his father Louis-Benjamin's death in 1781.
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Switzerland

- The Swiss and French clockmaking areas were almost as one and as such the various makers shared suppliers. Therefore carriage clocks from both countries are often difficult to differentiate between.
- Henry Capt of Geneva is an example of this with clocks signed for him often housing movements made by Japy from a few miles within France, or Hologue Frères and later Drocourt from Saint-Nicolas-d'Alérimont in the north as in this example.



Switzerland

- The Swiss, as would be expected of this methodical country, re-built the horological town of Le Locle, near the French border, in such a way that the houses and workshops made use of the natural light with windows facing the correct way as seen with a similar layout at La Chaux-de-Fonds.



Switzerland

- As can be seen here, the *ateliers* worked on benches that made use of the configuration.



Great Britain

- English, and some Scottish, makers started to manufacture carriage clocks in the English style, with fusee movements and fine, often chronometer, escapements.
- Made in smaller numbers than those in France and generally of a high standard normally associated with bracket clocks.



Great Britain

- Many English carriage clocks are signed by some of the top chronometer and bracket clock makers of the period such as Dent, Parkinson & Frodsham and James McCabe.



Great Britain

- Vulliamy are one of the most eminent of names in the English Victorian period when it comes to clockmaking.
- Benjamin Vulliamy, son of Justin, was awarded the Royal Appointment as the King's Clockmaker in 1773 with his son Benjamin Lewis, born 1780, succeeding his father as Clockmaker to the Crown.
- This fine carriage clock made in the early-Victorian period by Benjamin Lewis Vulliamy is illustrated and described in *Carriage & Other Travelling Clocks* by Derek Roberts.



Great Britain

- Edward Dent: A member of the famous chronometer making family who also made many fine carriage clocks.
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Great Britain

- Including this wonderful giant example that is showing in the exhibition and weighs over thirty pounds.
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Great Britain

- 84, The Strand, showroom and workshops for Charles Frodsham, another fine chronometer making family who made superb quality carriage clocks in the mid-to-late Victorian period.
 - But who also, as will be seen, imported French carriage clocks sold under the Charles Frodsham name.
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Great Britain

- Despite making such fine carriage clocks, these London makers realised that to sell to those who didn't have vast means they needed less expensive clocks to retail.
 - As such, in the mid-to-late Victorian period they began to increase the import of carriage clocks made by the best of the French makers such as Jacot and Drocourt.
 - The confusion came as they placed their names on the dials leaving some to believe they were English made.
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Great Britain

- This example, which made an earlier appearance and is made by Jacot of Paris, shows this confusion.
 - Signed for *Dent à Paris* on both the dial and movement *despite* Dent not having any presence in the city.
 - Later Dent clocks, when made by Drocourt from circa 1875, were signed *Examd by Dent*.
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Great Britain

- J.W. Benson even had an oval stamp made that was the exact size of the Drocourt trademark and would overstamp the Drocourt mark on the movement backplate with his own JWB initials.
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Great Britain

- The JWB oval stamped over the original Drocourt mark



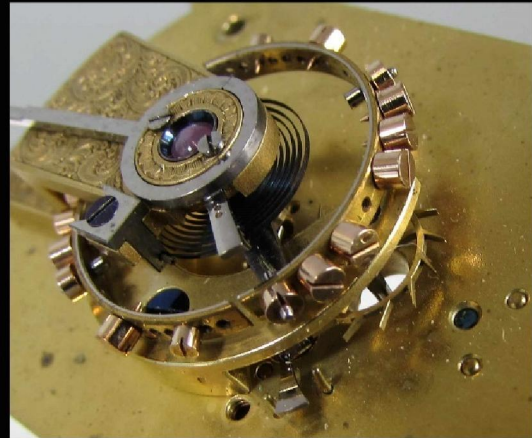
Great Britain

- Another who signed French clocks with their English name were Charles Frodsham, the dial complete with their 84 Strand, London address and stating that they were *Clockmakers to the Queen*, but whose French clocks were mainly made by Jacot.



Great Britain

- Although Frodsham tended to fit their own platform escapements.



Great Britain

- The firm of Charles Frodsham has since been through a number of owners and is still going strong.
- An example of their later work is this modern carriage clock in the French style but with a typical English fusee movement.



Great Britain

- The tradition of fine carriage clock making in Britain continues into the modern era, as seen in the exhibition, with clocks made by Sinclair Harding and Thomas Mercer of Cheltenham, founded in 1858, both with chronometer escapements.
 - The two companies are interlinked as Sinclair Harding purchased Thomas Mercer in the late 20th century.
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America

- In America carriage clocks were often made in a similar style to those imported from France.
 - A number had distinctive differences to their European counterparts.
 - This Chelsea example is reminiscent of the Corniche style much favoured by the French carriage clock makers for their main manufacture.
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America

- The escapement is set vertically on the movement backplate and is an integral part of the movement as opposed to the more normal position set on the top of the plates as seen on French examples.
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America

- With this Harvard clock note how the case style is also in a form used by the French makers, being the sharper lines of the Anglaise.
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America

- The Harvard backplate is engine-turned and nickel-plated, more reminiscent of Swiss work than French.
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America

- The escapement is also set vertically on the backplate as is the norm with American carriage clocks.
 - The larger Vermont striking carriage clock has a complete platform, rather than just the balance placed on the backplate.
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America

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- The larger Vermont striking carriage clock has a complete platform, rather than just the balance placed on the backplate.



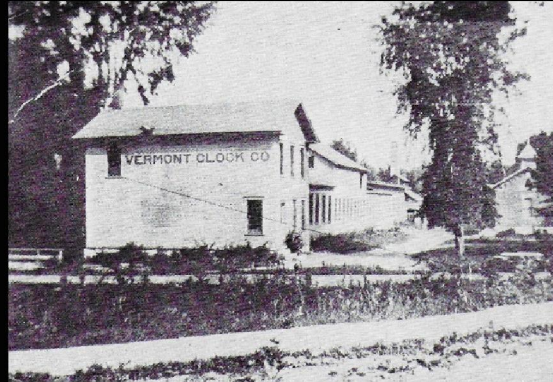
America

- The most prolific American carriage clock makers were the Waterbury Company of Connecticut.
- A page from a Waterbury clock catalogue dated 1908-09 showing various carriage clocks available.
- Other manufacturers included Boston, Chelsea, Ansonia and Vermont.



America

- The Vermont Company workshops at Fairhaven having been established in 1896 as the Fairhaven Clock Company.



Germany

- Various other countries made carriage clocks, some not of the conventional carriage clock design, but distinctive to the area that they emanated from.
 - The various districts in Germany manufactured clocks of a noticeable design, one of the earliest, as seen in the exhibition, made in Dresden by Christian Heinrich Weisse, made circa 1775.
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Germany

- Short duration clocks with *grande-sonnerie* strike work were normal amongst the Germanic and Austrian makers.
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Japan

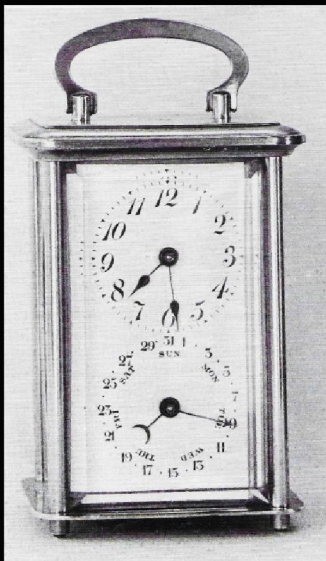
- Japanese clocks are very different to those produced in other parts of the world, with differing methods of time-telling.
 - Early clocks, including the exhibit shown here, were housed in wooden cases.
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Japan



- Seikoshu, now Seiko, were the main manufacturers in the 20th century of what we would consider a carriage clock.
 - These tended to have double-dials, one for the time, the other for a calendar.
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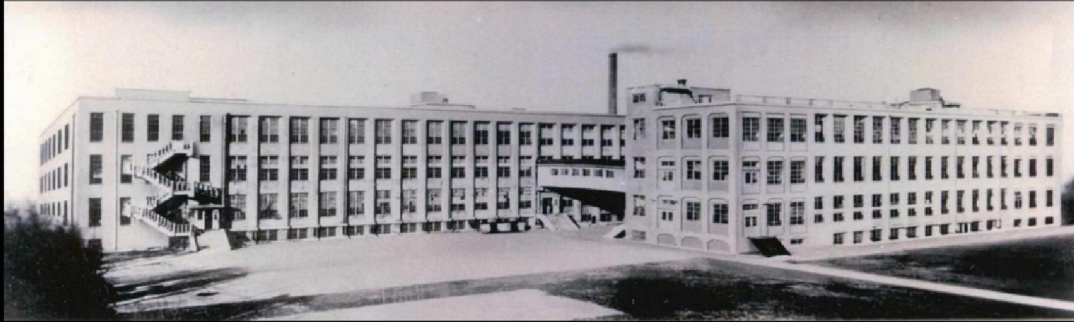
Japan



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Japan

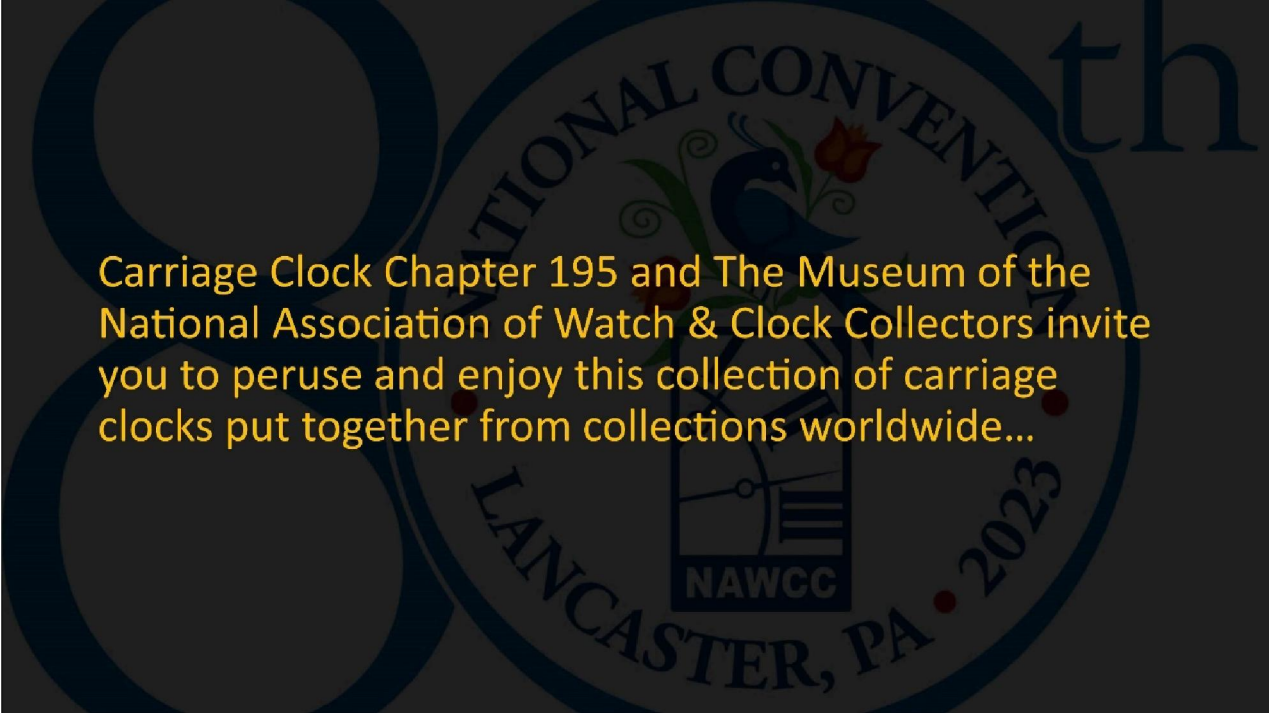
Seikoshia factory circa 1935



Carriage Clocks from Around the World



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-



Carriage Clock Chapter 195 and The Museum of the National Association of Watch & Clock Collectors invite you to peruse and enjoy this collection of carriage clocks put together from collections worldwide...

Clocks for sale by Thomas R. Wotruba:

1. Barwise engraved brass travel clock #2820



Date: circa 1850

Size: 8 inches with handle up; 6 ¼ inches with handle down

Period: 8-day

Strike: hour and half-hour on gong; pull repeat on hour

Signed: Barwise, London on fixed back door

Numbered: 2820 punched on lower edge of case back

Escapement: gilt lever platform escapement with twin-barrel movement

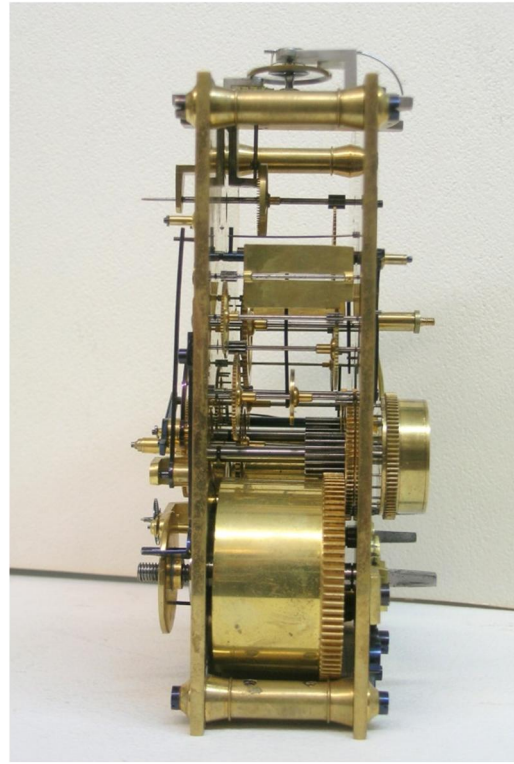
Case: arched case with beveled glass to the front; engraved all sides and top; shuttered back (fixed by five screws) with holes to allow winding both barrels and setting hands; fancy engraved handle with no stop.

Dial: silvered dial with black painted Roman numerals, crescent-tipped hands; elaborate brass mask; dial in the manner of Thomas Cole.

Purchased: 2006

See my article: "An Exquisite Nineteenth Century Travel Clock by Barwise, London," *NAWCC Watch & Clock Bulletin*, January-February 2019, pp. 21-25.

2. Berthoud large carriage clock with remontoire #24



Date: circa 1860-70 **Size:** 10 inches tall without handle; 12 inches with handle up

Period: 8-day **Strike:** Hour and half-hour on a bell

Signed: BERTHOUD on dial **Numbered:** 24 on both plates

Escapement: pivoted détente escapement with cut bimetallic balance

Case: Corniche style, gilt bronze, engine-turned with beveled glass on four sides and large beveled glass on top.

Dial: Engine-turned and silvered dial with polished setting for black Roman chapters. Breguet-like blued steel hands; subsidiary arched up-and-down (power reserve) dial within the main dial; subsidiary seconds dial above main dial.

Purchased: 1995

Other: 30-minute remontoire

See my article about this clock: Ronald K. Reed, "A Berthoud Chronometer Carriage Clock," *NAWCC Bulletin*, October 1999, pp. 605-610.

3. Thomas Cole strut clock with strike, unnumbered



Date: circa 1846-1849

Size: 5¼ inches to top of folded handle; 5¾ inches to top of crown; 4¼ inches wide; 1 inch deep.

Period: 8-day

Strike: hour on a gong

Signed: Thos Cole under top left (when facing the dial) handle support.

Numbered: no number; Cole started numbering his clocks at about 500. Circa 1846

Escapement: vertical platform lever

Case: rectangular fully engraved gilt brass; inclined back angled strut and pivoting bottom strut that serves as a turnbuckle foot.

Dial: black Roman chapters on silvered engraved dial, blued-steel fleur de lys hands. The monogram KK is engraved in the dial with the second K reversed to mirror the first

Other: On the underside of the turnbuckle foot is engraved “Monday July 23, 1849” (See the article in *Horological Journal* noted below). Accompanied by red leather travel box.

Purchased: 1995

See my article: “A Thomas Cole Strut Clock Enigma” *Horological Journal*, January 2003, pp. 220-23; see also my article that appeared in Vol. 2014, No. 2 of the *NAWCC Chapter 195 Newsletter*, “A Strut Clock by Thomas Cole”.

4. Dent (E.J.) large triple fusee carriage clock #13261



Date: circa 1845-1850

Size: 8¼ inches with handle down;
10¼ inches with handle up

Period: 8-day

Strike: petite sonnerie on two bells with the hour striking on a gong; repeat grande sonnerie on two bells and a gong activated by repeat button on side through glass panel.

Signed: DENT, on gold plaque on dial and on back plate behind the bells.

Numbered: 13261 on gold plaque on dial and on back plate behind the bells.

Escapement: jeweled duplex with bimetallic balance and three chain fusee movement.

Case: dark bronze anglaise with beveled glass on four sides, large glass on top, bun feet.

Dial: silvered engine-turned dial with pierced and engraved scroll and gilt mask; gilt Breguet-like hands.

Purchased: 1994

Other: Pictured and described in Richard Good, *Victorian Clocks*, pages 35-36.

My article about this clock appeared in Vol. 2017, No. 2 of the *NAWCC Chapter 195 Newsletter*, pp. 3-9, "A Large Triple-Fusee Travel/Carriage Clock with Duplex Escapement" by E.J. Dent.

5. Dent a Paris carriage clock #301



Date: circa 1855

Size: 5½ inches tall with handle up; 4½ inches without handle; 3 inches wide; 2½ inches deep

Period: 8-day

Strike: hour and half-hour in single bell

Signed: *DENT a Paris* on dial

Numbered: 301 on backplate and outside bottom.

Escapement: platform lever with compensating balance and club-toothed escape wheel.

Case: gilt engraved bronze gorge, solid sides; beveled glass in front and on top to show escapement, solid shuttered back.

Dial: white enamel with Roman chapters; engraved gilt mask surrounds the dial.

Purchased: 1993

Other: This clock was very likely made by Henri Jacot as explained in my article noted below.

My 8-page article on this clock appeared in *Antiquarian Horology*, March 2020, pp/ 68-75.

6. Drocourt engraved carriage clock with calendar #18555



Date: circa 1860-1870

Size: 7 inches tall with handle up; 5½ inches tall without handle; 4 inches wide; 3½ inches deep

Period: 8-day

Strike: grande sonnerie on two gongs with three-part adjusting lever in base for changing to petite sonnerie or silence.

Signed: Drocourt trademark on backplate consisting of the letters D and C separated by the outline of a carriage clock, all enclosed within an oval.

Numbered: 18555 on the backplate.

Escapement: platform lever with bimetallic balance on twin barrel; small 3rd barrel for alarm.

Case: Fully engraved gorge case with gilt mask surrounding main and subsidiary dials.

Dial: enameled with moon (Breguet-like) hands on main dial; three subsidiary dials for day, alarm, and date each with single moon hand extending across its arbor.

Purchased: 1993

Other: calendar is simple type that does not correct for varying lengths of months. Initials F D on gong support. Pierre Drocourt (father) and Alfred Drocourt (son) worked together. Pierre exhibited in the 1860s, Alfred exhibited in the 1880s.

7. Duval A Rouen travel clock



Date: circa 1775 (1779 scratched on back of dial along with many repairers' marks.)

Size: 9 inches high without handle; 10 inches high with handle up; 5¼ inches wide; 3 inches deep.

Period: 8-day

Strike: hour and half-hour in single bell

Signed: *Duval A Rouen* on dial

Numbered: no number found

Escapement: Sully type tic-tac (frictional rest) with large star-framed balance wheel platform on single barrel movement driving time, strike, and calendar.

Case: gilt engraved with glass on both sides, back, and top showing escapement; convex glass over dial in bezel that can be opened to wind and set hands; handle and four finials at top matching four toupee feet; front face engraved with scrolls, flowers, and a sun on a pediment.

Dial: White enamel convex dial, black Roman chapters, outer Arabic minute ring in increments of 5; 31 red numerals outside chapters for days of month and red script days of week in French inside the chapters; one winding arbor at VI; pierced and engraved gilt modified girandole hands for minutes and hours; black arrowhead hands for day and date.

Purchased: 1994

See my article about this clock, "Early French Travel Clock by Duval à Roüen" in *Clocks Magazine*, March 2018, pp. 14-16.

8. Frodsham silver travel/carriage clock #876



Date: 1850-1851

Size: 4¼ inches high to top of folded handle; 3¼ inches wide; 1⅞ inches deep

Period: 8-day

Strike: no striking

Signed: CHA^s FRODSHAM on dial;
Charles Frodsham 84 Strand on backplate.

Numbered: 847 AD Fmsz (translated to
mean 1850) on dial; case hallmarked 1851.

Escapement: chronometer (détente) with single chain fusee; free-sprung bi-metallic split compensation balance with blued steel helical spring and wedge weights.

Case: silver rectangular with flock feet; solid keyed rear door with shuttered winding; folding two-part handle.

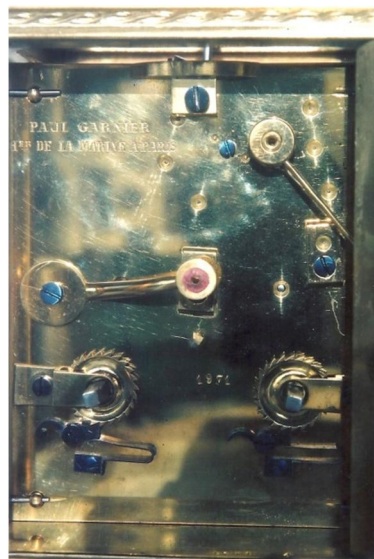
Dial: White circular enamel with black Roman chapters and a seconds dial with Arabic numerals below XII all set within a silvered mask, engraved with scrolls and foliage; gold spade hour and minute hands and a blued steel seconds hand.

Purchased: 1995

Other: fitted leather travel box with key compartment and original key. Clock made for the 1851 Great London Exhibition, described in Vaudrey Mercer's book on the Frodshams, p. 142.

See my article about this clock, "Exquisite Timepiece of Exceptional Quality," in *Clocks Magazine*, June 2017, pp. 15-19.

9. Garnier Series III carriage clock # 1971



Date: circa 1845-1848

Size: 6 $\frac{7}{8}$ inches wide with handle up; 5 $\frac{1}{4}$ inches without handle; 4 inches wide; 3 $\frac{3}{8}$ inches deep

Period: 8-day

Strike: hour and half-hour on a bell; hour repeat push button on top

Signed: PAUL GARNIER H^{ER} DE LA MARINE on dial; PAUL GARNIER H^{ER} DE LA MARINE A PARIS on back plate; H.L on bottom front of front plate.

Numbered: 1971 on back plate behind bell, also on floor of case and inside each spring barrel.

Escapement: Patented (P.G. Breveté) chaff-cutter escapement with jeweled impulse pallet on twin-barrel movement.

Case: One-piece gilt bronze (representative of Garnier's Series III), beveled glass on front, sides, and top and shuttered back door.

Dial: White enamel with Roman chapters and gilt cruciform hands.

Purchased: 1995

See my article coauthored with Doug Adams, "Paul Garnier, a Clever and Creative Carriage Clock Maker" in *NAWCC Bulletin*, December 2007, pp. 669-676. See also David J. LaBounty "Garnier No. 1971 Restoration," in Vol. 2019, No. 3 of the *NAWCC Chapter 195 Newsletter*, pp. 4-15.

10. Leroy & Cie miniature carriage clock #21229



Date: circa 1900-1905

Size: 3¾ inches high with handle up; 2 inches wide;
1½ inches deep with feet slightly protruding

Period: 8-day

Strike: no striking

Signed: *L. Leroy & C^{ie}* on dial and backplate; *L. Leroy & C^{ie}, 7, Bd de la Madeleine Paris* on back door.

Numbered: 21229 engraved on back door, stamped on backplate, and stamped on outside bottom of case. Every part is marked with this number including the back of the dial.

Escapement: Jeweled platform lever on single barrel movement with regulation arm in rear.

Case: In the style of an 18th century *pendule d'officier* with claw feet; gilt brass, engraved with convex beveled glass over dial.

Dial: Black Arabic chapters on convex white enamel dial; gilded and pierced fancy French hands.

Travel Box: Contoured fitted leather with satin interior

Purchased: 1996

See my article about this clock, "A Two-Faced Pendule d'Officier," in *Horological Journal*, April 2019, pp. 166-170.

No 11. Parkinson and Frodsham two-button five-minute repeater carriage clock #1210



Date: circa 1840

Size: 7½ inches tall with handle up; 5¾ inches without handle; 3¾ inches wide; 3¼ inches deep.

Period: 8-day

Strike: hour and half-hour in passing; front button repeats previous hour; back button counts number of five-minute periods since the previous hour.

Signed: PARKINSON & FRODSHAM 4, CHANGE ALLEY LONDON on dial; G.L. in one oval on backplate along with PATENT SURETY ROLLER (looks like POLLER) in another oval on backplate.

Numbered: 1210 on backplate. The 0 in number 1210 appears to have been punched over a prior number, possibly a 6. So the original number might have been 1216.

Escapement: Platform lever, compensated balance with twin barrel movement.

Case: Canalee, with glass on all four sides including a back door that opens, oval glass on top.

Dial: White enamel with Roman chapters and black moon (Breguet-like) hands.

Purchased: 2008

See my article involving this clock, “The story behind PATENT SURETY ROLLER stamped on carriage clocks,” in *Antiquarian Horology*, June 2017, pp. 239-247.

No 12. Robert & Courvoisier Swiss Travel Clock #7822



Date: circa 1799

Size: 8 inches to top of case; 10 inches with handle extended; 5¾ inches wide; 4¼ inches deep.

Period: about 30 hours

Strike: Petite sonnerie on two bells; repeat grande sonnerie on two bells.

Signed: *Robert & Courvoisier* on dial; strike mainspring signed *S. Laugin* and dated June 1799.

Numbered: 7822 on backplate.

Escapement and Movement: Verge escapement with vertically-mounted outside balance; four-barrel movement, one with mainspring and fusee-driven time train, one with mainspring that drives the strike train; one with pull cord on right side of case that activates the alarm; one with pull cord on left side of case that activates the repeat. Each of the strike, repeat, and alarm trains has its own pair of hammers.

Case: *Pendule d'officier* type with pedimented top, chased gilt bronze (ormolu) with serpentine handle and bun feet; convex glass in dial cover bezel; pierced back cover with gilt fabric.

Dial: white enamel with black Arabic chapters and outer 60-minute ring numbered at 15, 30, 45, and 60; blued steel hands, modified spade design with oval openings; alarm setting hand is plain tapered I-shaft; two winding arbors for time and strike.

Purchased: 1995 See my article coauthored with Doug Adams "A Most Interesting Swiss Traveling Clock," *NAWCC Bulletin*, October 2004, pp. 593-599.

Do you own a carriage clock?

If so, you may have questions about your clock. Such as,

1. When was it made and by whom if it is not signed by a maker?

Many carriage clocks are marked by retailers, such as “Tiffany”. Many times, the maker is not identified. However, the maker can often be identified by the construction style and other tell-tell signs found on the movement.

2. Should I clean the case, or not?
3. And the greatest question of all, what is its value.

This is the hardest question to answer because of the many variables, such as the condition of movement and case, the name and standing of the clockmaker, & the quality and rarity of the clock. We are not licensed, appraisers. We can only advise you where to look for comparable clocks so you can make your own "best guess" as to the actual value, always remembering the oldest approach to a value is "Willing Buyer, Willing Seller".

Members of our chapter have many years of experience collecting, researching and restoring carriage clocks. Many are willing to help you answer some of these questions.

This free service is for NAWCC members only.

Email questions and pictures of your carriage clock (one clock at a time, please) to:

Tom Wotruba: (USA) twotruba@sdsu.edu

Doug Minty: (Australia) dminty@optusnet.com.au

Ken Hogwood: (USA) kenhogwood@aol.com

Leigh Extence: (UK) leigh@extence.co.uk

Greg Cook (USA) gcookie16@yahoo.com

Link to the 1stdibs website:

<https://www.1stdibs.com/search/?q=carriage%20clocks>