



# CARRIAGE CLOCKS FROM AROUND THE WORLD

AN EXHIBITION  
HOSTED BY CHAPTER 195

Presented by Leigh Extence

# France

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- 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

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- 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

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- 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

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- 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

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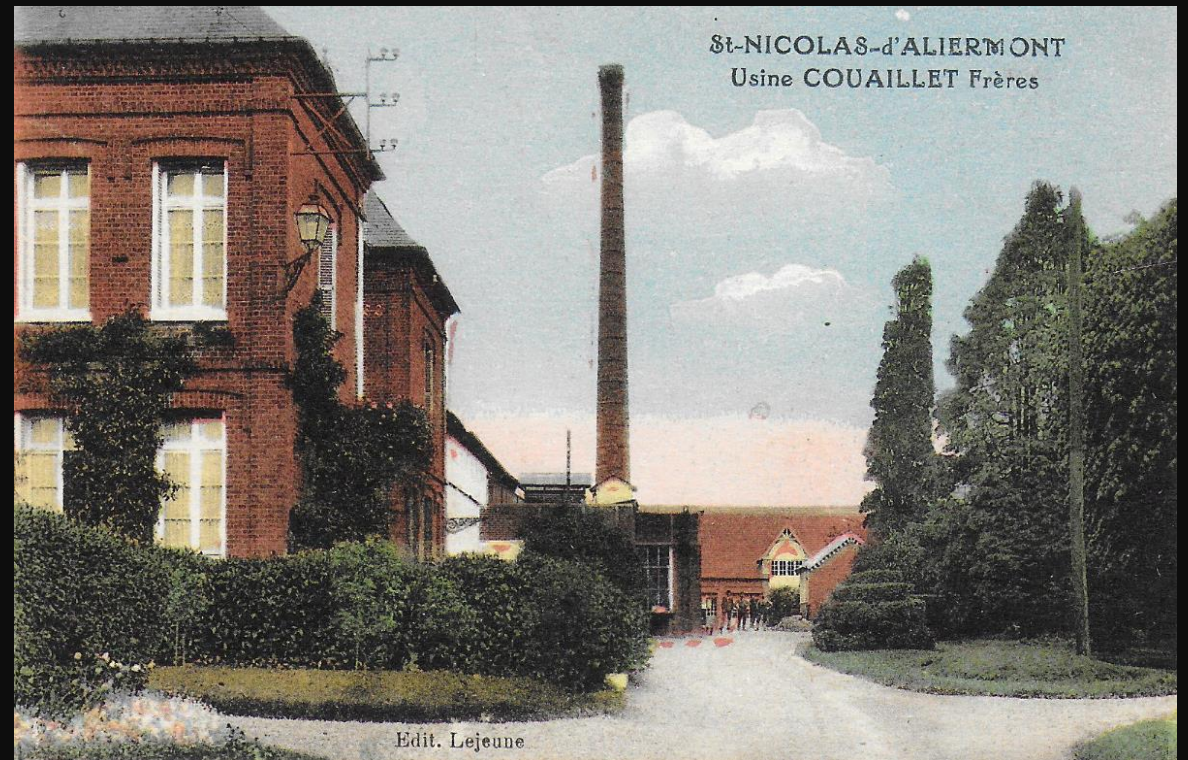
- A similar case style housing a movement by Henri Jacot and retailed by E. Dent of Paris.
  - Note the *trefoil* hands and near-identical Roman numerals to the dial.
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# France

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- 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.





# France

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- 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.

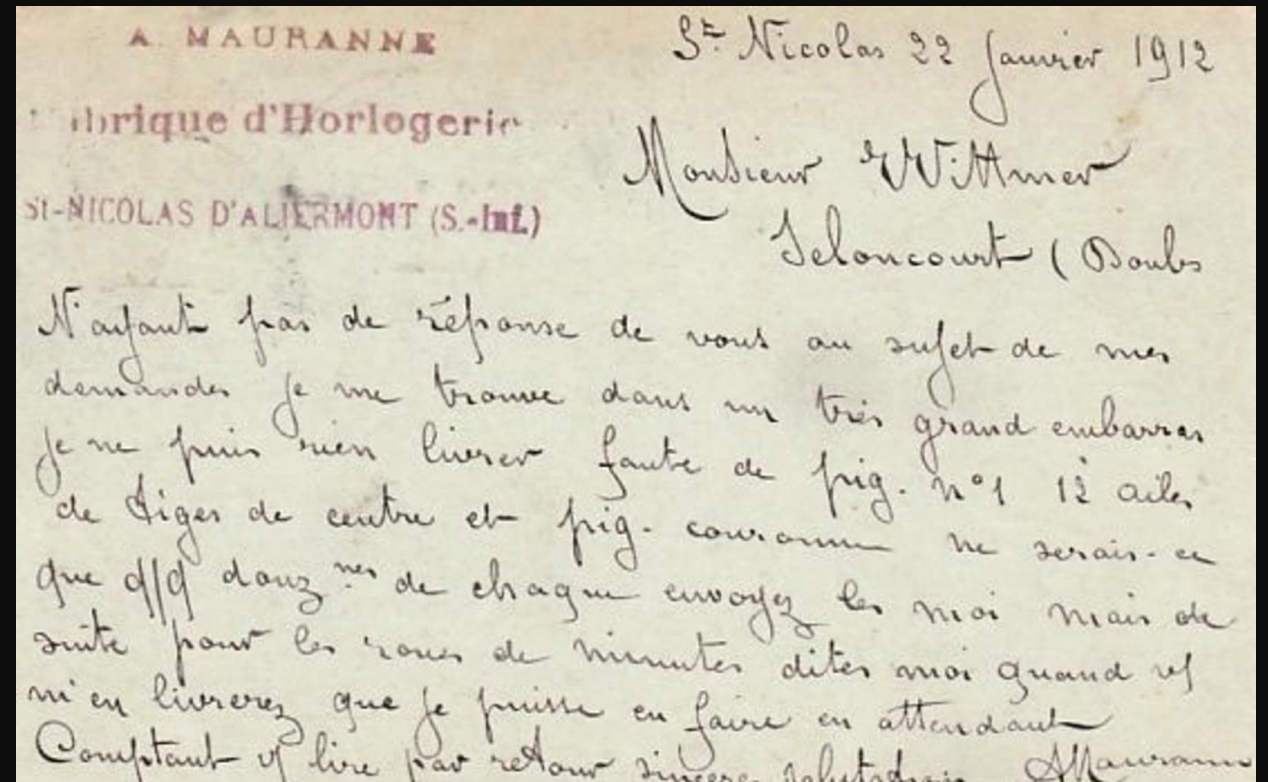




# France

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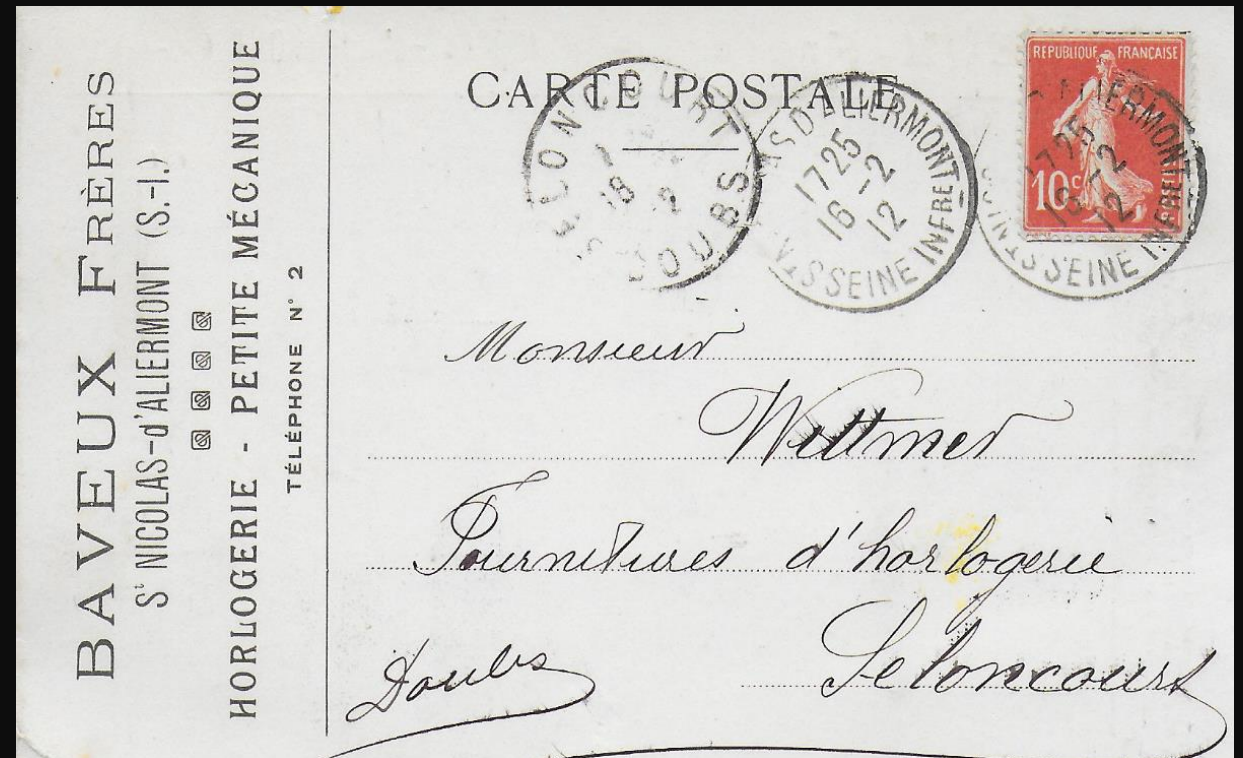
- A postcard from Mauranne requesting supplies of pinions from *Monsieur Wittmer* who had workshops in the Doubs region of southern France.



# France

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- 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.

BAVEUX Frères - S<sup>t</sup> NICOLAS-d'ALIERMONT (S.-I.)

le 16 / 2 / 1912.

Monsieur Wiltomes

Il est de toute urgence que vous nous adressiez par retour de port poste des 2 jetons de courtoisie A.F., nous n'en avons plus un seul ici.

Veillez agréer, Messieurs, nos sincères salutations.

J. Baveux fils  
F. Fauve

Nos effets de commerce étant payables au Siège de la "SOCIÉTÉ GÉNÉRALE", à DIEPPE, cette indication vaudra attributions de juridiction devant le Tribunal de Commerce de Dieppe pour toutes contestations.



# France

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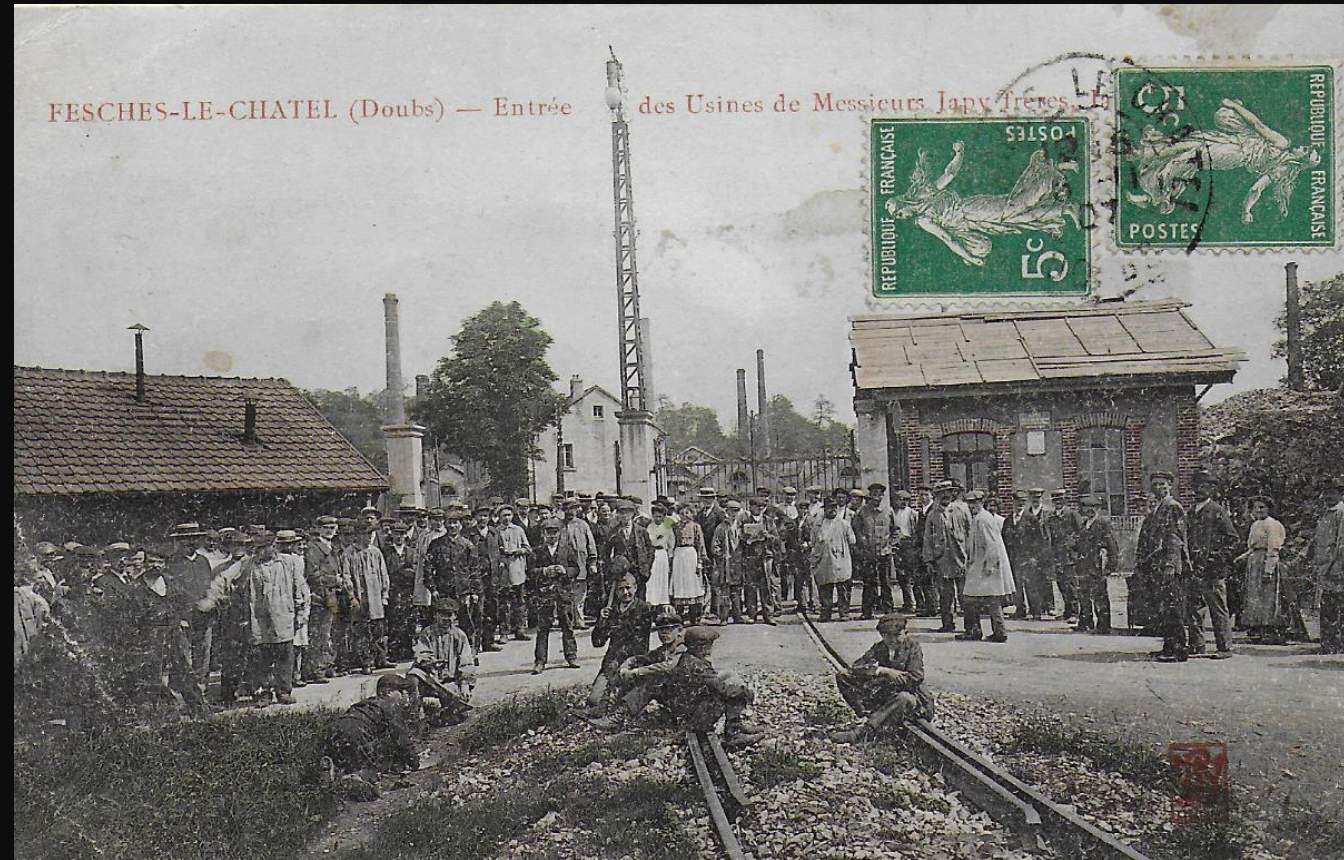
- The Doubs region is situated in the southern area of France with the hills and mountains of the Jura region bordering Switzerland and near Geneva.



# France

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- 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 Feschel-Le-Chatel situated just a few miles from Badevel.





# France

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- 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

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



# Switzerland

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- 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.



Souvenir de la Chaux de Fonds. Le 13 desembre 1808.



# Switzerland

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- 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 *Courvosier et Cie* in 1811.
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# Switzerland

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- A later, early 19<sup>th</sup> 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

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- 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

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- 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'Aliermont in the north as in this example.





# Switzerland

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- 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

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





# Great Britain

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- 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.
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# Great Britain

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- 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.
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# 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

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





# Great Britain

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



# Great Britain

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- 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.





# Great Britain

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- 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

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- 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

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- 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

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- The JWB oval stamped over the original Drocourt mark



# Great Britain

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- 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.
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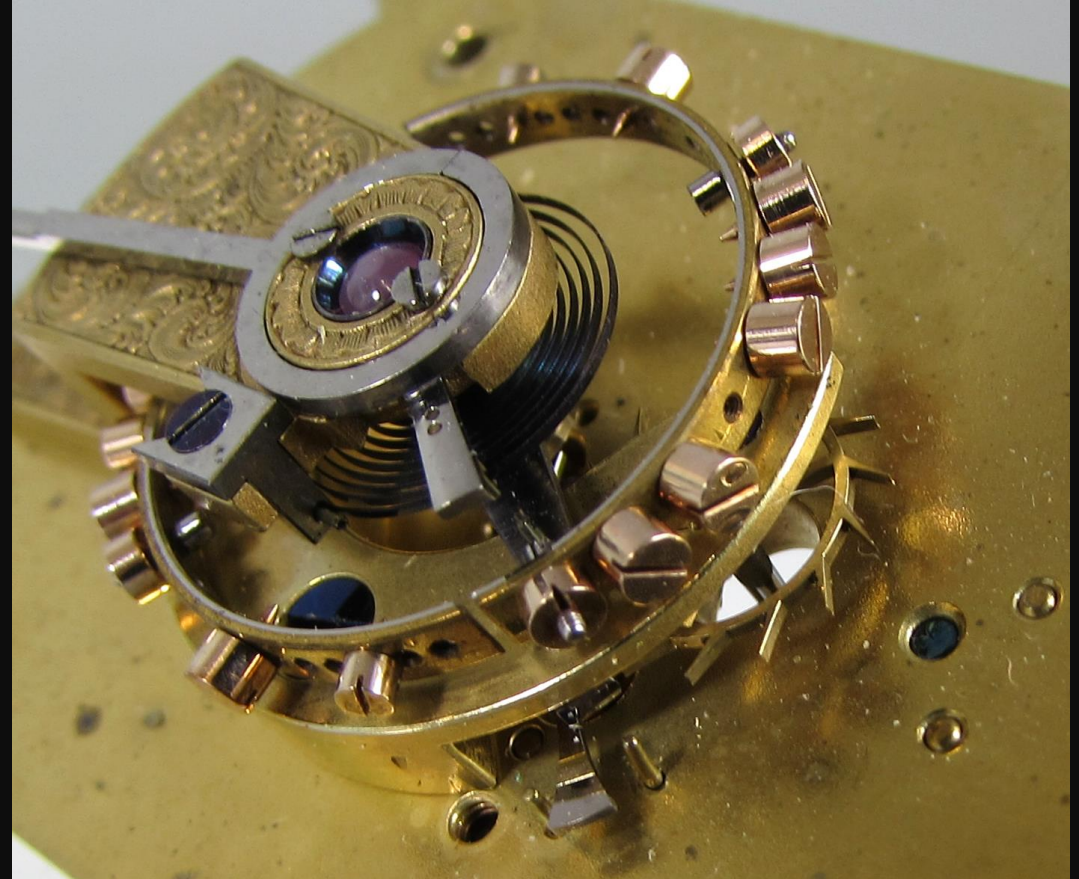




# Great Britain

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- Although Frodsham tended to fit their own platform escapements.



# Great Britain

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- 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.
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# Great Britain

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- 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 20<sup>th</sup> century.
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# America

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- 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

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- 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

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- 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

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

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- 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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# 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.

XII American Carriage Clocks



**METEOR**  
Rich Gold Plated.  
1 Day, Time (solid back)..... \$6 10  
1 Day, Time, Alarm ..... 7 70  
1 Day, Half-hour Strike, REPEATER... 7 70  
2 Inch IVORY Dial.  
Beveled Glass at Front and Sides.  
Height, 4¼ inches.  
Leather Cases for above, see pages 16 and 17.



**STROLLER**  
Rich Gold Plated.  
1 Day, Half-hour Strike, REPEATER... \$7 70  
2 Inch IVORY Dial.  
Beveled Glass at Front and Sides.  
Height, 4½ inches.



**SENTINEL**  
(DESK CLOCK.)  
Polished Brass.  
1 Day, Time ..... \$7 70  
2 Inch PORCELAIN Dial.  
Magnifying Lens.  
Measures across the back 3¼ inches.  
Stem Wind and Pendant Set.  
Regulates from Outside.



**SAGE**  
Rich Gold Plated.  
8 Day, Time (solid back)..... \$7 15  
8 Day, Half-hour Strike, REPEATER... 11 00  
8 Day, Half-hour Strike, GONG, REPEATER ..... 11 50  
8 Day, Half-hour Strike, REPEATER, ALARM ..... 11 50  
2 Inch PORCELAIN Dial.  
Beveled Glass at Top, Front and Sides.  
Height, 5¼ inches.  
Leather Case for above, see Page 16.



**CONVOY**  
Rich Gold Plated.  
8 Day, Half-hour Strike, REPEATER... \$12 05  
2 Inch PORCELAIN Dial.  
Beveled Glass at Top, Front and Sides.  
Height, 6¼ inches.

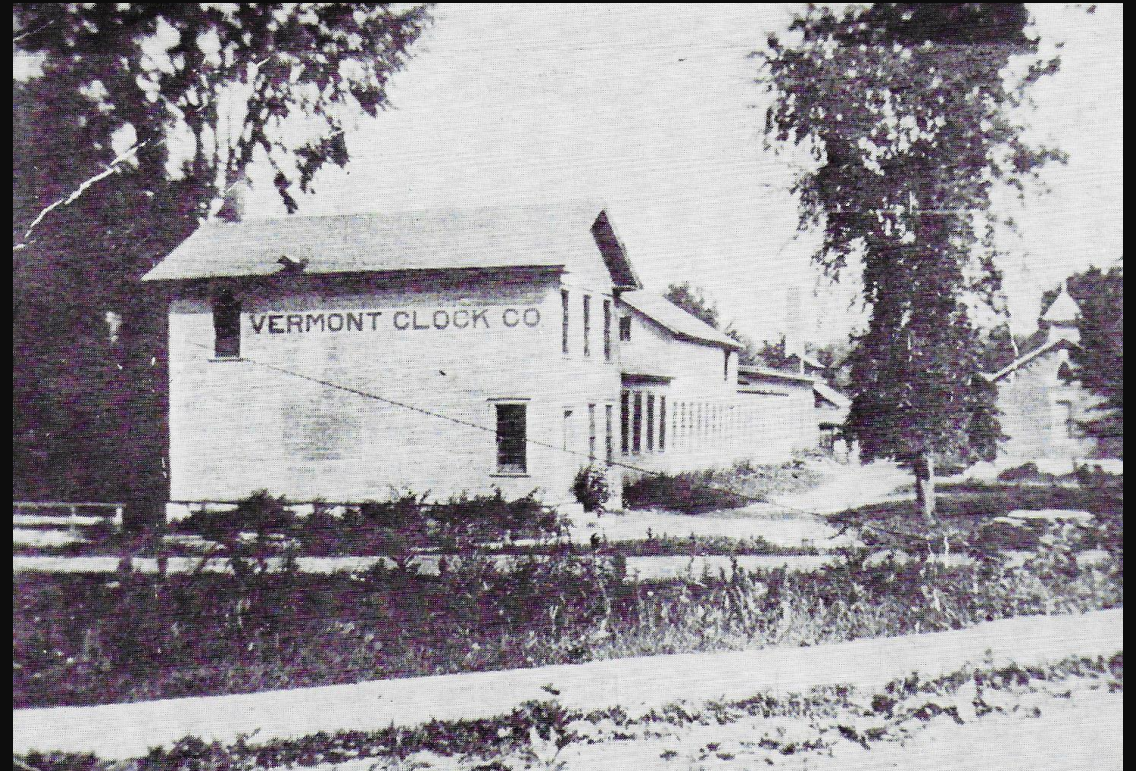


**COMET**  
Rich Gold Plated.  
8 Day, Time (solid back)..... \$9 25  
8 Day, Half-hour Strike, REPEATER... 13 20  
8 Day, Half-hour Strike, GONG, REPEATER ..... 13 70  
8 Day, Half-hour Strike, REPEATER, ALARM ..... 13 70  
2 Inch PORCELAIN Dial.  
Beveled Glass at Front and Sides.  
Height, 5¼ inches.  
Leather Case for above, see Page 16.

# America

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







## Germany

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- 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

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

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- 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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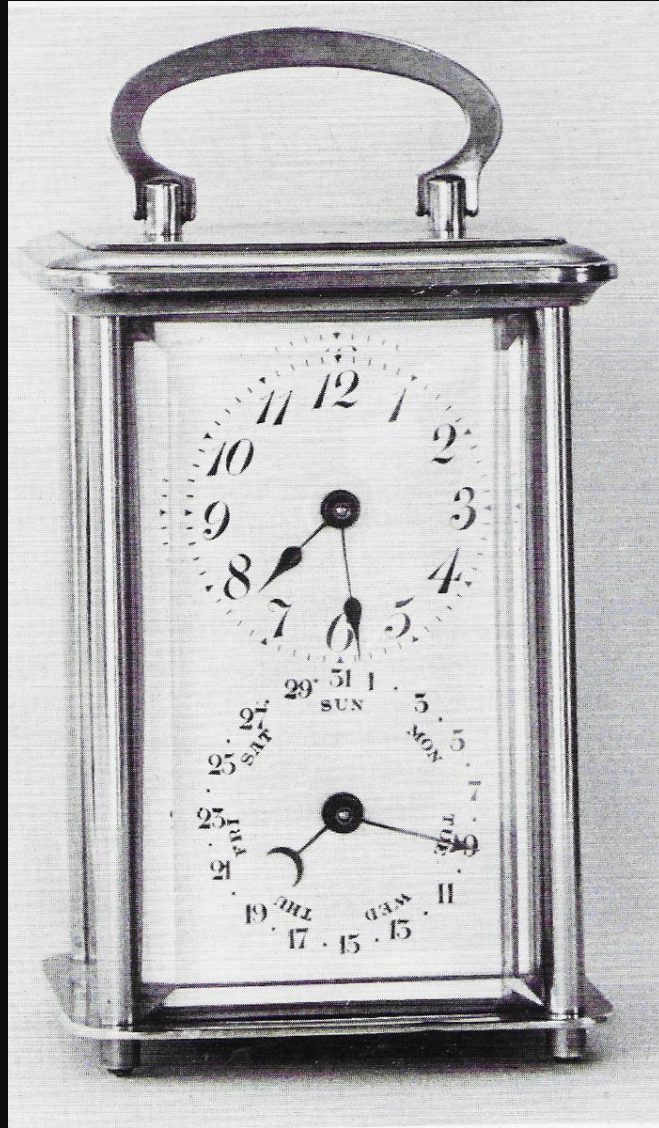


# Japan

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- Seikoshu, now Seiko, were the main manufacturers in the 20<sup>th</sup> 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

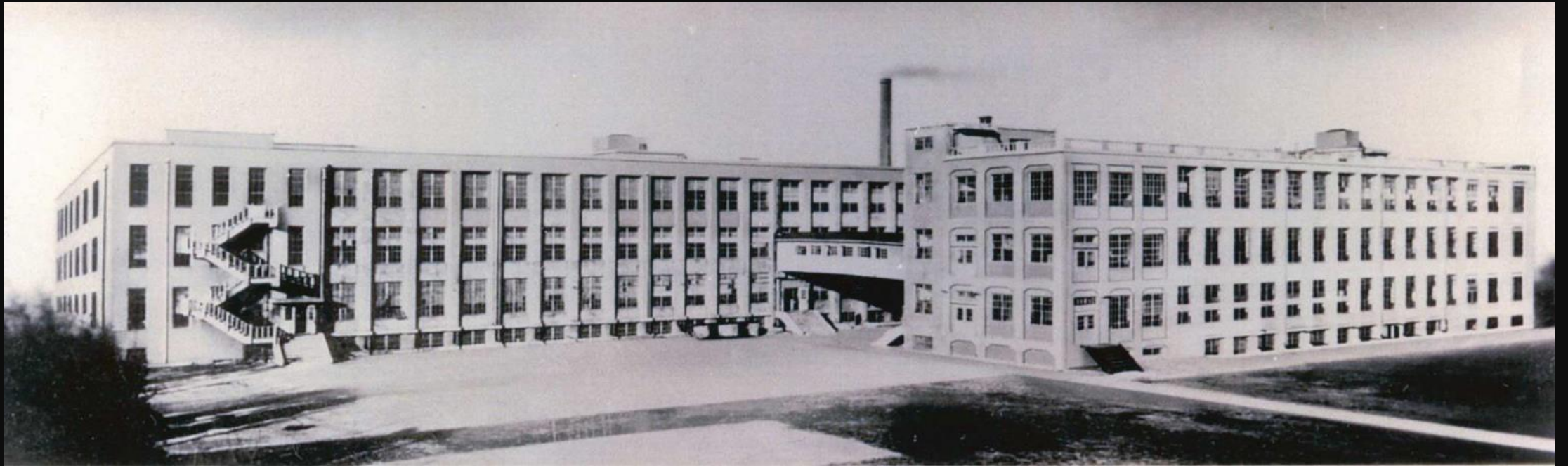
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# Japan

## Seikoshia factory circa 1935

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# Carriage Clocks from Around the World

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- 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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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...

