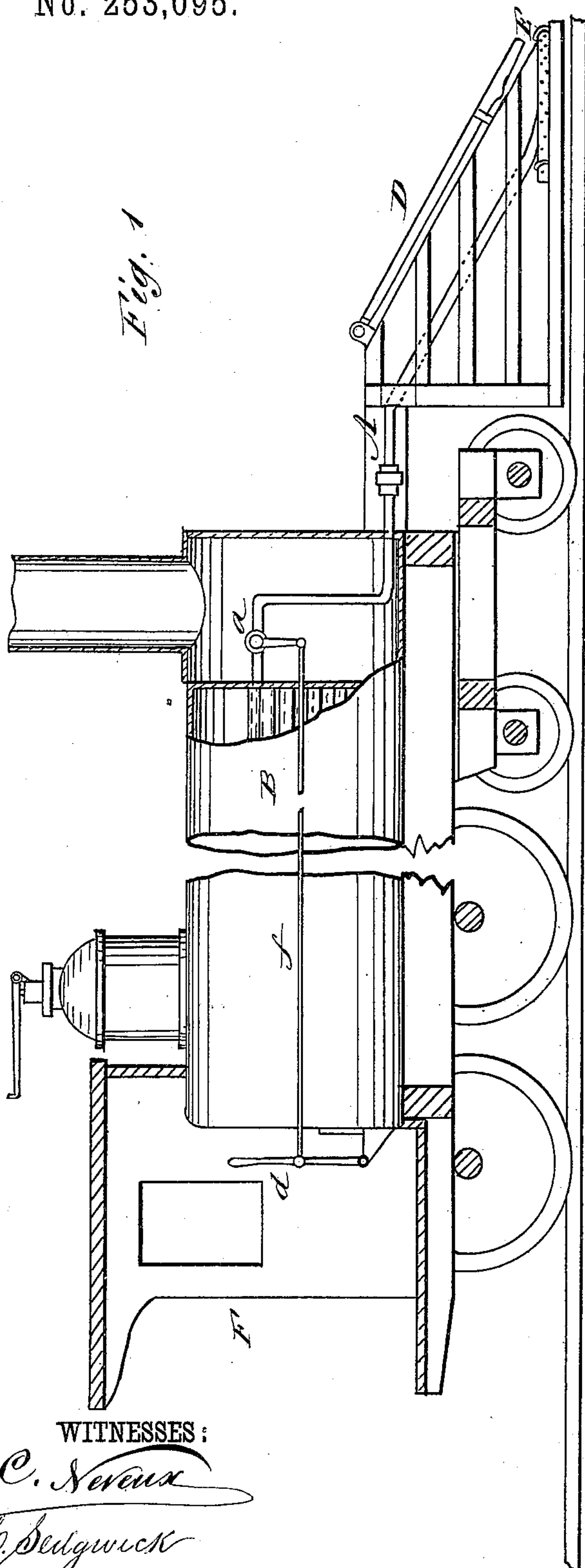


(No Model.)

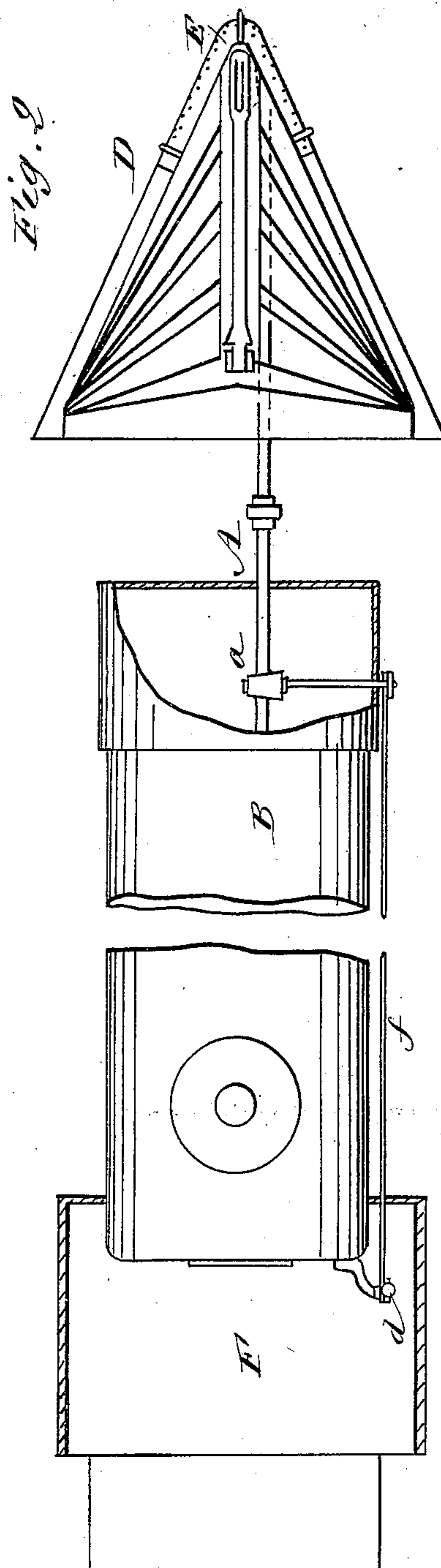
W. A. PLACE.  
STOCK ALARM FOR LOCOMOTIVES.

No. 253,095.

Patented Jan. 31, 1882.



WITNESSES:  
*C. Nereux*  
*C. Sedgwick*



INVENTOR:  
*W. A. Place*  
BY *Mum & Co*  
ATTORNEYS.

# UNITED STATES PATENT OFFICE.

WILLARD A. PLACE, OF LINCOLN, NEBRASKA.

## STOCK-ALARM FOR LOCOMOTIVES.

SPECIFICATION forming part of Letters Patent No. 253,095, dated January 31, 1882.

Application filed November 18, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, WILLARD A. PLACE, of Lincoln, in the county of Lancaster and State of Nebraska, have invented a new and Improved Stock-Alarm for Locomotives, of which the following is a full, clear, and exact description.

The object of my invention is to provide cheap, efficient, and easily-operated means whereby stock of all kinds may be frightened or driven off from railroad-tracks in front of approaching trains.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a side elevation, partly in section, of a locomotive-engine having my stock-alarm attached, and Fig. 2 is a plan view thereof.

A represents the steam-pipe, which leads from the boiler B of the engine, under the cow-catcher D, and connects with the bent pipe E, attached to or secured upon the nose or lower rail of the cow-catcher, as shown. This pipe E is perforated with numerous small holes, as shown. At any suitable point in the pipe A is placed the cock *a*, which is connected by the rod *f* to the lever *d*, which is placed in the cab F in convenient position for operation

by the fireman or engineer. In most cases the pipe A will enter the boiler at or a little below the ordinary level of the water, so that upon turning the cock some water may be forced out with the steam and thrown some distance ahead of the engine, which will be very effective in frightening and driving off the stock. In case the water in the boiler is below the pipe, the cloud of vapor and the hissing noise produced by the escape of steam will be effective in frightening and driving off the stock. The locality of the pipe, however, in most cases will be such that upon opening the cock both steam and water will be ejected from the perforations of the pipe E.

I am aware that it is not new to use a pipe with diverging nozzles and connected with the boiler to force water out in front of the locomotive and drive animals from the track; but

What I claim is—

The bent perforated pipe E, arranged upon the nose or lower rail of the cow-catcher, in combination with a steam-pipe leading from the boiler, as and for the purpose specified.

WILLARD ALLEN PLACE.

Witnesses:

C. H. GOULD,  
JOSEPH TEETER.