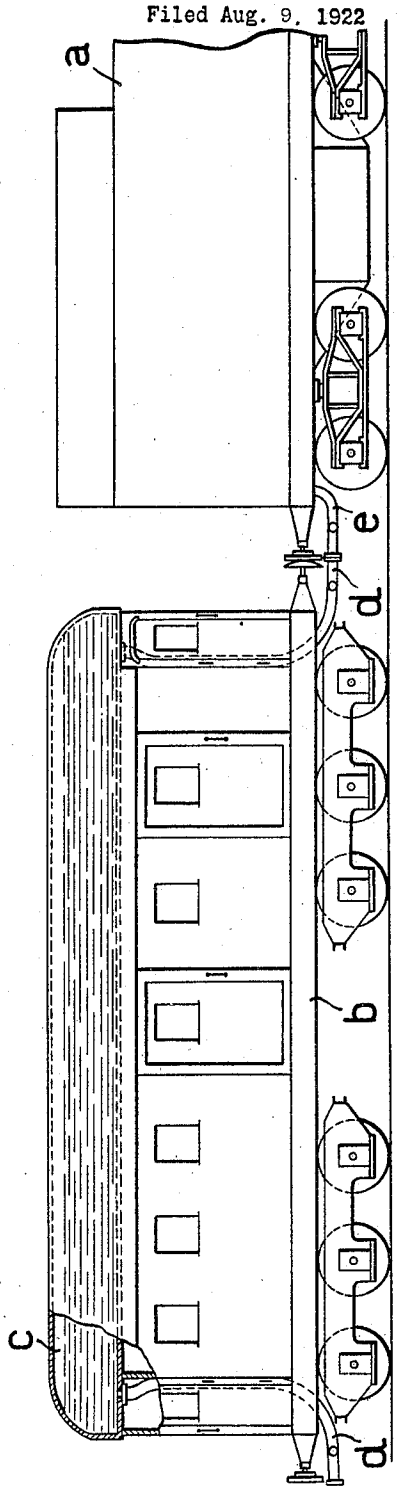
March 18, 1924. 1,487,394

R. LORENZ

RAILWAY CAR

Filed Aug. 9, 1922



Inventor:
Rudolf Lorenz,
By Knight Bros
attys

Patented Mar. 18, 1924. 1,487,394

UNITED STATES PATENT OFFICE.

RUDOLF LORENZ, OF ESSEN, GERMANY, ASSIGNOR TO FRIED. KRUPP AKTIENGESELLSCHAFT, OF ESSEN-ON-THE-RUHR, GERMANY.

RAILWAY CAR.

Application filed August 9, 1922. Serial No. 580,742.

To all whom it may concern:

Be it known that I, RUDOLF LORENZ, residing at Essen, Germany, a citizen of the German Republic, have invented a certain new and useful Improvement in Railway Cars, of which the following is a specification.

It is a well-known fact that with the ordinary locomotives the coal supply of the tender suffices for a longer distance of travel than its water supply, while an increase of the water supply, carried by the tender, beyond the quantity taken hitherto is not admissible with regard to the dimensions of the tender and the axle pressures.

Now, according to the invention railway cars other than the tender are being utilized for carrying an additional quantity of feed and cooling water for the locomotive, the construction of said cars being such as to avoid any interference with the actual purpose for which the cars are designed to be used.

The drawing diagrammatically illustrates, by way of example, as an embodiment of the subject-matter of the invention, a luggage van constructed in accordance with the invention.

The luggage van *b* is provided with a water tank *c* arranged underneath the van roof and extending throughout the entire length of the van. The water tank *c* is provided near each of the head walls of the van with a junction conduit *d*. The luggage van is inserted in the train immediately behind the tender *a* and the junction conduit *d* which is directed towards the tender, is connected to a junction conduit *e* of the tender. As, according to experience, the part of the loading space of the luggage van which lies directly underneath the roof, is rather inappropriate for stowing luggage there, the utilizable loading space of the luggage van is scarcely reduced by the arrangement in the van of the water tank.

As a matter of course, the water tank can also be arranged below the roof of any other roofed railway car and, in special cases, the water tank may be arranged at one of the head walls or at the bottom of a railway car.

I claim:

In a railway car having a roof, an auxiliary supply tank for locomotive feed and cooling water disposed directly beneath the roof, and a junction conduit at either end of said car and communicating with said tank, whereby said tank is adapted to be connected to a main locomotive supply line through either of said junction conduits.

The foregoing specification signed at Essen, Germany, this 14th day of July, 1922.

RUDOLF LORENZ.