

as described. 23rd. The combination, with a car and truck, of pivotal devices between the car and truck comprising a segmental channel beam secured to the car and having depending sides, a friction plate within the sides and on the channel beam, and a bearing secured to the truck having a roller and superposed friction plate, and an oil well in said bearing, the two friction plates, and the roller and channel beam being adapted to engage each other, substantially as described. 24th. The combination, with a car and truck, of pivotal devices between the car and truck comprising a bearing secured to the truck, having a friction plate, and a segmental angle iron secured to the car having a friction plate, the friction plate being superposed, and the side of the angle iron being adapted to engage the truck bearing, substantially as described. 25th. The combination, with a car and truck, of pivotal devices between the car and truck, comprising a bearing secured to the truck having a roller and a friction plate, a segmental angle iron secured to the car having a friction plate, the friction plates being superposed, the angle iron being adapted to engage the roller, substantially as described. 26th. The combination, with a car and truck, of pivotal devices between the car and truck comprising a bearing on the truck having a roller, a friction plate and an oil well adjacent to the friction plate, and an angle iron secured to the car having a friction plate both plates being superposed, the roller and angle iron being adapted to engage each other, substantially as described. 27th. The combination, with a car and truck, of separate or unconnected pivot plates between the car and truck, located directly over the side frames of the truck, and to one side of the wheel base centre thereof, substantially as described. 28th. The combination, with a car and truck, of separate or unconnected pivot plates between the car and truck, located directly over the side frames of the truck and over the axle of one set of the wheels, substantially as described. 29th. A truck without a transversely extending centre bearing bolster, having separate or unconnected pivot plates supported on the side frames to one side of the wheel base centre, substantially as described. 30th. A truck without a transversely extending centre bearing bolster, having separate or unconnected pivot plates supported on the side frames over the axles of one set of wheels, substantially as described. 31st. The combination, with a car and truck, of separate or unconnected pivot plates between the car and truck, supported upon the side frames and end frame of the truck, substantially as described. 32. The combination, with a car and truck, of separate and unconnected pivot plates between the car and truck, located over the axle of one set of wheels, and over the end of the truck, substantially as described. 33rd. The combination, with a car and truck, of separate and unconnected pivot plates between the car and truck, located over the axle of one set of wheels, and over the end of the truck without the wheel base thereof, substantially as described. 34th. The combination, with a car and truck, the truck having large and small wheels, and separate and unconnected pivotal devices between the car and truck located over the axle of the large wheels, substantially as described. 35th. The combination, with a car and truck, the truck having large and small wheels, pivotal devices between the car and truck located over the axle of the large wheel, and an end bearing between the car and truck over the small wheel end of the truck, substantially as described. 36th. The combination, with a car and truck, the truck having large and small wheels, pivotal devices between the car and truck located to one side of the wheel base centre of the truck, and drawing devices having pivotal connection with the car and truck at the small wheel end of the truck, substantially as described. 37th. The combination, with a car and truck, the truck having large and small wheels, pivotal devices between the car and truck located to one side of the wheel base centre of the truck, and drawing devices having pivotal connection with the car and truck located without the wheel base of the truck, substantially as described. 38th. The combination, with a car and truck, the truck having large and small wheels, pivotal devices between the car and truck located over the axle of the large wheels, and drawing devices having pivotal connection with the car and truck located at the small wheel end of the truck, substantially as described. 39th. The combination, with a car and truck, the truck having large and small wheels, pivotal devices between the car and truck located over the axle of the large wheels, and drawing devices having pivotal connection with the car and truck located without the wheel base of the truck, substantially as described. 40th. The combination, in a car and truck, of a truck having rotatable instrumentalities secured on the top frame thereof, and segmental plates secured to the car body, having depending sides adapted to engage the rotatable instrumentalities on the truck, substantially as described. 41st. The combination, in a car and truck, of a truck having bearing instrumentalities secured on the top frame thereof, and segmental plates secured to the car, having depending sides adapted to engage the bearing instrumentalities, substantially as described. 42nd. The combination, in a car and truck, of a truck having bearings secured on the top frame thereof, said bearing having a friction plate, and segmental plate secured to the car having depending sides adapted to engage the bearing, and a friction plate on the segmental plate adapted to engage the bearing friction plate, substantially as described. 43rd. The combination, in a car and truck, of a truck having bearings secured on the top frame thereof, said bearing having a friction plate and a contained oil reservoir combined with the friction plate, and segmental plates having de-

pending sides secured to the car and adapted to engage the bearing and a friction plate on the car element in engagement with the bearing friction plate, substantially as described. 44th. The casting B, having the central web 16, extensions 17, oil wells 32, between the extensions and central web, and an apertured friction plate 20, in the central web, the apertures of which align with the wells, substantially as described. 45th. The casting B, having the superposed friction plate 20, apertures in said plate adjacent to its ends, and independent oil wells 32, aligning with said apertures, substantially as described. 46th. The combination, with the casting B, having the roller 24, of the angle iron 40, having the depending angle 42, adapted to engage the roller, substantially as described. 47th. The casting B, having the extension 17, bolt holes 18, therein and a depending flange 23, combined with the upper chord 1, the said flange embracing the upper chord, substantially as described. 48th. The casting B, having the central web 16, and extensions 17, the oil wells 32, adjacent to the web and on both sides thereof, and apertures 34, leading from without the casting to the said wells, substantially as described. 49th. The casting B, having a superposed friction plate 20, with transverse slots adjacent to the ends thereof, and an oil supply and wick leading to said slots, substantially as described. 50th. The casting B, having a superposed friction plate 20, with transverse slots 35, adjacent to the ends thereof, the independent oil wells 32, with openings aligning with the slots, and a wick 37, having the recesses 38, in each well, the recesses engaging the slot extensions, substantially as described. 51st. The combination, with the casting B, having the rotatively supported roller 24, and the superposed friction plate 20, of the independently supported angle iron having the depending web 42, the roller and friction plate being adapted to engage the angle iron, substantially as described. 52nd. The combination, with the casting B, having the rotatively supported roller 24, and the bearing friction plate 20, of the independently supported angle iron having the depending web 42, and attached rub friction plate 43, the friction plates, web and roller being engaged, substantially as described. 53rd. The combination, with the casting B, having the roller 24 and bearing friction plate 20, of the superposed rub plate 40 segmental in form, and adapted to engage the roller and friction plate, substantially as described. 54th. The combination with the casting B, having the roller 24 and bearing friction plate 20, of the superposed rub plate 40 having the rub friction plate 43, the rub plate being segmental in form, the friction plates, roller and rub plate being engaged, substantially as described. 55th. The combination with the casting B having the roller 24, oil wells 32, and bearing friction plate, apertures in the said rub plate aligning with the oil wells, a conductor leading to the friction plate, of the superposed rub plate 40 segmental in form having the rub friction plate 43, the friction plates, rollers and rub plate being engaged, substantially as described. 56th. The combination with the casting B having the roller 24, oil wells 32, and bearing friction plate, apertures in the said rub plate aligning with the oil wells, a conductor leading to the friction plate, of the superposed rub plate 40 segmental in form having the rub friction plate 43, the friction plates, rollers and rub plate being engaged, substantially as described. 57th. The combination in a car and truck, of the truck bearing, the car rub plate, and the added bolster 48 between the car and rub plate, substantially as described. 58th. The combination with a truck bearing having a roller, of an independently supported rub plate, having depending webs and segmental in form adapted to engage the roller between the webs, substantially as described. 59th. The combination with a truck bearing having a roller and superposed friction plate, of an independently supported rub plate having depending webs, and segmental in form adapted to engage the roller and friction plate between the webs, substantially as described. 60th. The combination with a truck bearing having a friction plate, of an independently supported rub plate segmental in form, and having depending webs adapted to engage the truck bearing and friction plate, substantially as described. 61st. The combination with a truck bearing having a roller and a bearing friction plate, of an independently supported rub plate segmental in form, having depending webs and an affixed rub friction plate, the friction plate, webs and roller engaging, substantially as described. 62nd. The combination with a truck bearing having an apertured friction plate and an oil supply with a conductor leading to said friction plate, of an independently supported rub plate segmental in form, and having depending webs adapted to engage the friction plate and truck bearing between the webs, substantially as described. 63rd. The combination with a truck bearing, of a vertically disposed spindle rotatively supported in the bearing, a roller rotatively supported about the spindle, and an independently supported rub plate having a depending web segmental in form adapted to engage the roller, substantially as described. 64th. The combination, with a truck bearing, of a spindle and roller in the bearing, both being capable of independent movement, and an independently supported rub plate segmental in form and having a depending web adapted to engage the roller, substantially as described. 65th. The combination, with a truck bearing, of a spindle and roller in the bearing, both being capable of independent movement, and an independently supported rub plate segmental in form and having depending webs adapted to embrace the roller, substantially as described. 66th. The combination of the upper chord 1, of the casting B, having the aperture 21, of the spindle 26, extending between the casting and chord and through the aperture, and the roller 24, on said spindle, substantially as described. 67th