While the location of the stake pockets and the truck bolsters seems to be consistent from side to side and between the two cars, the location of the rail clamps varies somewhat, both between the cars and from side to side. All documented measurements are shown here. Cars that no longer exist probably differed from these measurements to some extent.

General sizes: All sills = 5"x9", End beam = 6"x11", Floor 2" thick, Rail 5" tall

* Rail clamps are angled to fit around needle beams
This drawing shows the basic layout of the stake pockets and the rail clamps and is based on the 6302. Use the drawings on page 1 for actual dimensions. The angled clamps show no pattern as to which way they actually go.

The longer piece of rail is 33'-6" long. Splice is at B-end.

26" to 30" x 1" notch cut in sill, centered on bolster to clear the trucks.

Truck bolster is the same as used on stock cars.

Retainer for 6302 (3/4" O.D.)

Retainer for 6314

Same as narrow brake support

Reservoir bleed lever

Break rod (3/4" dia.)

Break wheel rod (3/4" dia.)

Air line (1 5/8" O.D.)

Needle beam (5" x 8" x 7'-2")

Needle beam (5" x 8" x 7'-2")

B - End

Truck bolster (same bolster as stock car)

A - End

Truck bolster (same bolster as stock car)

Splice

1'-10" Break hanger (drops 5 1/2" below sill) (typical D&RGW)

2'-71/2" 10 1/2" 2'-1/2"

2'-71/2" 15'-6" 9'

4'-5 1/2" (centerline break cylinder)

4'-3"

5" x 8" x 7'-2"

33'-6" long. Splice is at B-end.

Truck bolster is the same as used on stock cars

26" to 30" x 1" notch cut in sill, centered on bolster to clear the trucks.
NEEDLE BEAM & RAIL CLAMP (6314)

- 5" x 9" Side sill
- Clamp - 1 1/4" bolt
- 1" x 5" Wood spacer
- 2" thick continuation of needle beam
- 1 1/8" x 3" x 15" Steel plate at angle to miss needle beam
- 7 3/4" Queen post D&RGW typical

SIDES SILL, STIRRUP AND GRAB IRON (6314)

- Gap in deck
- Stake pocket typical D&RGW casting
- 5" x 3 1/2" x 1/2" Plate used on some clamps
- Wood block 3" x 10" x 2'-2"
- Metal tab (appears only on uncoupling rod corner - purpose unknown)
- 20" grab iron typical D&RGW
- Stirrup step typical D&RGW
- End beam 6" x 11" x 8'

Note: The retainer is in this area on the right side of car.

Originally there was a bolt in this hole also

Wood block 2 1/2" x 3 1/2" x 6 1/2"

Center stake pocket left (break wheel) side

Wood block 2 1/2" x 3 1/2" x 4 1/2"

3/8" x 3 1/2" x 1'-5" steel plate (purpose unknown)

3" 9"

Needle beam 5" x 9" x 8' with 5" x 7" notch cut in both ends

0 6" 12" 24" 36"
End Beam 8'-1"

Deck 8'-2"

7"

12"

2'-6 1/2"

3'-10 1/2"

Brake staff 1" dia.

Ratchet assembly

Uncoupling lever 1" dia.

Retainer typical D&RGW

Lower brake staff casting typical D&RGW

Striker plate typical D&RGW (stock or box car)

Coupler lift bar hardware typical D&RGW

Note: This eyelet counter sunk into deck both ends

Note: Edges and corners often beveled

17" Grab iron typical D&RGW

End beam 6" x 11" x 8'-1"

Deck - 2" x 6" to 12" x 8'-2" (width varies)

Steel plate washer (not always square) approx 1 1/4" x 7" x 9" (size varies)

Grab iron 5/8" dia.

Break line 1 5/8" O.D.

Note: This eyelet counter sunk into deck both ends

End Beam 8'-1"
All 4 plates similar size and shape

End beam 6" x 11" x 8'

Deck - 2" x 6" to 12" x 8'-2" (width varies)

Steel plate washer (not always square)
Approx 1 1/4" x 7" x 9" (size varies)

Note: This eyelet mounted on end beam

3" x 9" wood block partially overlaps end beam
Between truck bolster and draft arm the height of center sill increases from 9" to 9 3/4".

Wood block nailed to sill to prevent nuts from unscrewing.

Both ends of center sill are oak, while the middle is fir. There are 4 splices like this in the center sills.

Total length center section 25'-8"
Simplified drawing of truck side frame. At this time, this truck is not available in any scale.
The closest available is the 4'-8" reefer truck.