

RTR HO Gunderson Maxi I Well 5 Car Set

Orders Due: 02.25.22

ETA: March 2023

TTX/Burlington Northern



ATH98918 DTTX #73017
ATH98919 DTTX #73021
ATH98920 DTTX #73024

Era: 1988+

Santa Fe Leasing



ATH98921 SFLC #254338
ATH98922 SFLC #254350
ATH98923 SFLC #254354

Era: 1990s+

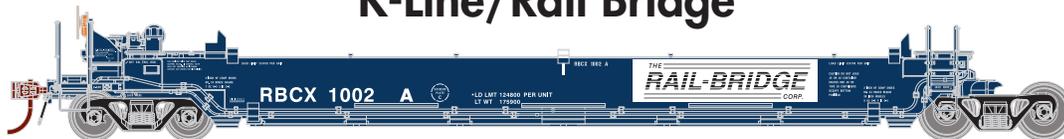
Trailer Train/Southern Pacific*



ATH98924 DTTX #73146
ATH98925 DTTX #73149

Era: 1988+

K-Line/Rail Bridge



ATH98926 RBCX #1002
ATH98927 RBCX #1010
ATH98928 RBCX #1018

Era: 1980s+

TTX/Hapag-Lloyd



ATH98929 DTTX #73006 w/5 Hapag-Lloyd 40' containers

Era: 2000s+



\$214.99 PER SET
\$239.99 PER SET - PRIME FOR GRIME
\$249.99 PER SET - WITH CONTAINERS

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All Road Names

MODEL FEATURES:

- Fine ladder detail
- Separately applied wire grab irons and etched walkways
- Weighted for optimal performance
- Minimum radius: 18"
- Prototypically correct 33" and 38" solid nickel silver wheels with RP25 contours operate on all popular brands of track
- Separately applied brake piping and trainline hoses
- Delicate cross-bracing on the floor
- Body-mounted McHenry® lower shelf operating scale knuckle couplers

PRIMED FOR GRIME MODELS FEATURE

- Duplicated look and feel of "In Service" equipment
- Faded base colors matched to the prototype
- Perfect starting point for adding grime and rust

PROTOTYPE AND BACKGROUND INFO:

Since the early days of intermodal transport the railroads and freight car builders have been looking for more efficient methods of transporting trailers and containers. One of the greatest innovations in intermodal transportation came in the late 1970s with the development of the double stack container car by ACF Industries and Southern Pacific Railroad. From that point onward the container was king and the railroads and car builders searched for more efficient methods of transporting containers. In a revolutionary step from the early stack car designs, Gunderson introduced their Maxi-Stack 5-unit articulated well car in 1988. Evolved from their previous 5-unit Twin-Stack design, the Maxi-Stack (also called Maxi-Stack I or Maxi-I) boasted a lower tare weight (accomplished in part by the elimination of the bulkheads of the Twin-Stack), greater capacity, and greater versatility in regard to container lengths and widths that could be carried.

Initial production of these cars lasted from May of 1988 through May of 1990 with approximately 270 cars built for Southern Pacific, Chicago Heights Terminal & Transfer, Trailer Train, Maersk, and the Rail-Bridge Corporation. Despite their design advances these cars were quickly overshadowed by newer and even larger designs, and it appeared that the final chapter on the Maxi-Stack design had been written. However, due to ever-increasing international container traffic, moving in mostly 20' and 40' containers, the railroads took another look at the Maxi-Stack. While the newer car designs with 48', 53', or 56' wells were more than adequate to handle this traffic the additional car length was unnecessary for hauling these shorter containers with the corresponding excess in train length and increased fuel consumption. As a result BNSF Railway placed orders for new Maxi-Stack cars in 2000. While outwardly identical to the first generation of Maxi-Stacks, these new cars featured minor cosmetic differences compared to their earlier siblings. As of 2007, the Maxi-Stack is still in production, with new cars built to date for BNSF Railway, TTX, Northwest Container, and Arkansas & Oklahoma Railway. As long as there are 20' and 40' containers to be hauled, the Maxi-Stack appears to have a bright future on America's rails.



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