

“Endangered species?”



*DTTX 59923 at Altoona, PA on June 7, 2009, Eric A. Neubauer photo  
Former DTTX 456923 with well reduced from 48 to 40' and trailer hitches removed.*



Double stack cars originated as a weight saving way to ship containers. The earliest designs were articulated cars, usually made up of five units. Although Thrall was the first to have them in production, Gunderson soon became a significant contender.

Gunderson introduced the Husky-Stack, a single unit or draw-bar connected model in 1990. It was followed by the versatile All-Purpose Husky-Stack in 1993. This model was equipped two hitches so that it could also be loaded with trailers.

The Husky-Stack was produced from 1990 to 1993, and the Husky-Stack AP from 1993-1997. Both had 48' wells. Similar cars with 53' wells were produced more recently, and Gunderson also produced an articulated All-Purpose car with three 48' wells from 1995-1996.

In the last couple of years, rebuilding of many Husky-Stack AP cars has involved shortening the wells to 40'. In most cases, the trailer hitches have been removed and the draw-bar connected cars split up into single units.

The Husky-Stack AP was not one of the more popular models, and was in production only 5 years. Although many are still in service in their original configuration, that will probably change in the next few years. Large recent orders from Florida East Coast for the 53' Husky-Stack AP indicates that the AP concept is still popular, however the 48' version has apparently become obsolete only 15 years after its introduction.

These are some of the many cars that will be covered in *Gunderson Freight Car Production from 1985 to 2009* which is now being written and will be available sometime this Summer.

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