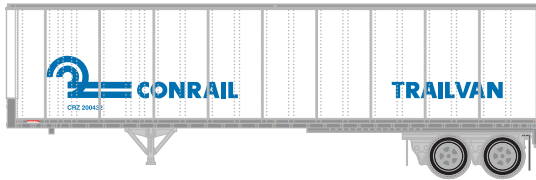




40ft Fruehauf Z-Van Trailer

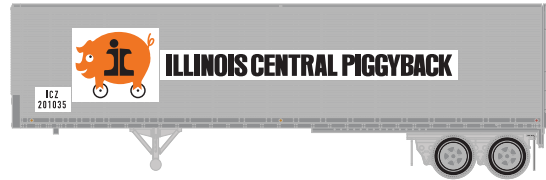
HO

Conrail



ATH-1153 CRZ #200432 Era: Late 1970s+
ATH-1022 CRZ #201013

Illinois Central



ATH-1190 ICZ #201035 Era: 1970s+
ATH-1155 ICZ #201048

Cotton Belt



ATH-1074 SWTZ #20-9120 Era: 1970s+
ATH-1057 SWTZ #20-9126

XTRA



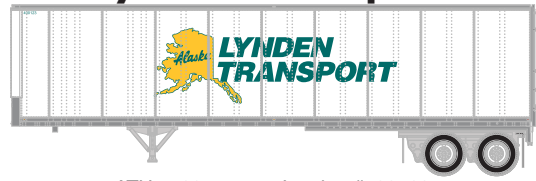
ATH-1163 XTRZ #231301 Era: 1970s+
ATH-1196 XTRZ #231377

Reimer Express Lines



ATH-1170 Reimer #4465 Era: 1970s+
ATH-1029 Reimer #4478

Lynden Transport



ATH-1120 Lynden #400123 Era: 1980s+
ATH-1198 Lynden #400166

MODEL FEATURES:

- Separately applied mud flaps
- Rubber tires
- 2 or 4 door rods per prototype
- Wheeled or shoe-style landing gear per prototype
- Fully-assembled and ready to use out of the box
- Highly-detailed, injection-molded body
- Painted and printed for realistic decoration

PROTOTYPE AND BACKGROUND INFO:

In the 1970s and 1980s, Fruehauf Corporation was one of the more prolific builders of semi-trailers that were designed specifically for intermodal service. Trailer equipment that was designed to be carried on flatcars as part of rail operations usually carried the letter "Z" as the last letter of the reporting mark; hence Fruehauf's designation of "Z-Van". Such equipment was built to higher durability standards than normal trailers, as it had to withstand the rigors of both road and rail travel.

The Z-van was originally available in a 40' length; 45' was offered later. Many of the 40' trailers were subsequently extended to 45'. Refrigeration equipment was available, as well as different landing gear and door rod configurations. Construction began with the ribbed-side versions, then proceeded to beaded-side construction, with the smooth side version representing the most modern construction method.

With three distinct body styles, the Athearn model makes a realistic addition to road or rail scenes from the 1970s to the 2000s.

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