

Kielervogn NFJ Mh 8, version 1.08.



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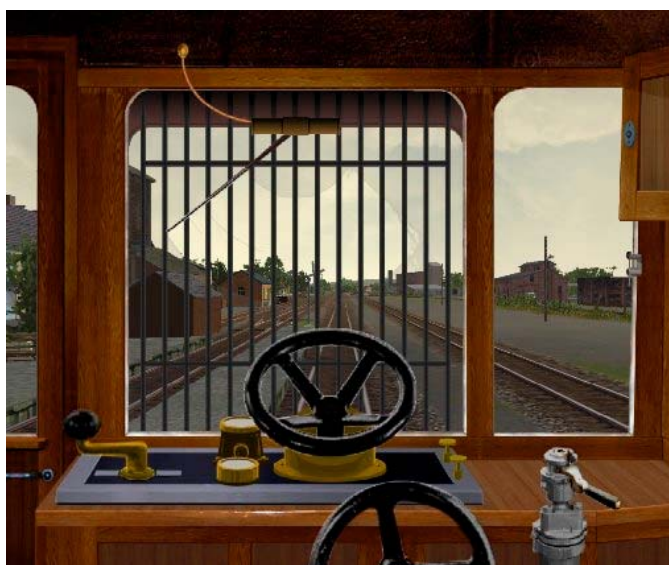
NFJ Mh 8 blev oprindeligt leveret til ONFJ som Mb 3 i 1927. I 1949 blev ONFJ sammen med flere sydfynske baner overtaget af DSB og vognen blev omlitreret til DSB Mfb 483, og den fik i 1957 ny motor af fabrikatet Hercules, type DFXE. Samme år blev vognen solgt til NFJ, der litrerede den Mh 8. I 1964 fik vognen igen ny motor af fabrikat Frichs type 8115 CCD, og de to pladetagkølere blev udskiftet med tre kølere af Mo-typen.

Da NFJ sammen med OMB og OKMJ blev nedlagt i 1966 blev vognen ophugget.

I spillet medfølger to consists, en uden slutplader "NFJ Mh 8" og en med "NFJ Mh 8 Slutplader".

Motoren har tre gear, der skiftes gear ved at trykke på E-tasten. 1. gear til max. 17 km/t, 2. gear til max. 42 km/t og 3. gear til maksimum hastighed. Shift+E skifter til lavere gear.

Vognen er lavet af Carl P. Brager (CaBrag, tekstur), Kim Størup (KimS, tekniske filer), Freddy O. Sørensen (FOS, CABVIEW) og Bjarne Larsen (bl, gmax model).



The so called "Kielervogne" (Kieler cars) were built by Scandia by agreement with DWK, Deutsche Werke Kiel".

NFJ Mh 8 was delivered to ONFJ as Mb 3 in 1927. In 1949 ONFJ together with the other private railways on southern Funen were nationalised and the car was renamed DSB Mfb 483 and its engine was replaced by a Hercules engine type DFXE. Also in 1957 the car was sold to NFJ who called it NFJ Mh 8. In 1964 the engine was replaced with a Frichs engine type 8115 CCD and the old roof coolers were replaced with three coolers similar to the DSB Mo coolers.

When NFJ was closed down together with OMB and OKMJ in 1966 the car was scrapped.

Attached are two consists, one without tail signals "NFJ Mh 8" and one with tail signals "NFJ Mh 8 Slutplader".

The engine has three gears operated by pushing the E-button. First gear up to max. 17 km/h, second gear up to max. 42 km/h and third gear up to maximum speed. Shift + E shifts to lower gear.

The car is made by Carl P. Brager (CaBrag, texture), Kim Størup (KimS, technical files), Freddy O. Sørensen (FOS, CABVIEW) and Bjarne Larsen (bl, gmax model).