

Kielervogn OKMJ Mh 11, version 1.08.



Kielervognene blev bygget af Scandia på licens fra DWK, Deutche Werke Kiel, deraf navnet.

OKMJ M 1 blev leveret i 1926 og blev omlitreret til Mh 11, da den i 1952 fik en Hercules motor type DFXE. I 1963 blev den udstyret med en Leyland motor type D 680.

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

I spillet medfølger to consists, en uden slutplader "OKMJ Mh 11" og en med "OKMJ Mh 11 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. Skift+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"

OKMJ M 1 was delivered in 1926 and was renamed Mh 11 in 1952 when it received a new Hercules engine type DFXE. In 1963 it was equipped with a Leyland engine type D 680.

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

Attached are two consists, one without tail signals "OKMJ Mh 11" and one with tail signals "OKMJ Mh 11 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).