

WESA-*Liliput*

The smallest electric railway in the world

Track-Layouts

$\frac{33}{64}$ inch.

This *Track-manual* will give to our WESA-Liliput friends, young and old, fresh incitement for the construction of new and interesting track-layouts.

Thanks to the diminutive size of the track, 13 mm, it is possible to construct the most interesting railroad layout in the smallest place.

The switches, also true to the small place principle, are made according to a striking new idea. The sidings are kept parallel to the main lines, making it possible, for the first time, to construct a double-rail layout at the closest range. This gives to every railway a truly realistic and exciting effect. A siding can be very easily combined by the connection of a curved whole rail (track), half rail or a quarter rail.

Please take note of the special layout instructions on the last page.

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Layout No. 1 and 2 can be constructed with the foundation-set box No. 410 or 411.

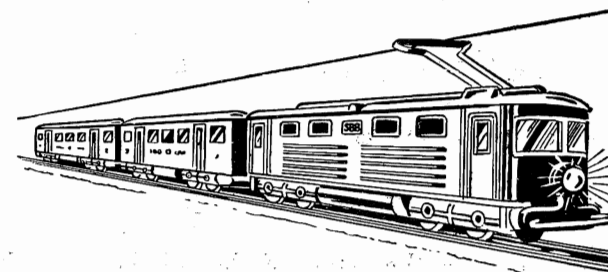
Layouts No. 3—8 can be completed with the supplementary box No. 450, added to the foundation set.

Layouts No. 9—15 can be completed with the supplementary box No. 452, added to the foundation set.

Layouts No. 16—22 show some of the many possibilities which can be attained by combining boxes No. 410 (or 411) with No. 450 and 452.











Layout No. 23 presents an inciting plan for the layout of a large WESA-Liliput multiple track like a real freight and passenger station.

All WESA-Liliput accessories and rails can be bought separately, and by adding different pieces the layout can be gradually enlarged.

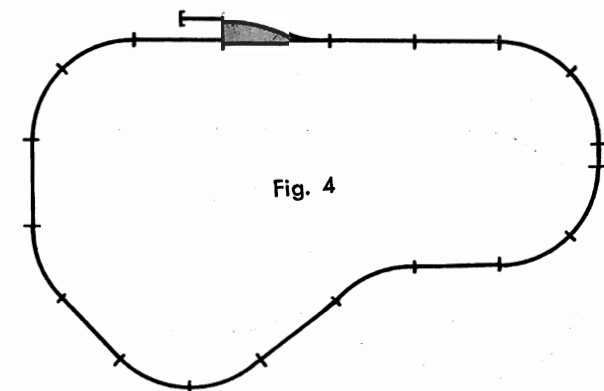
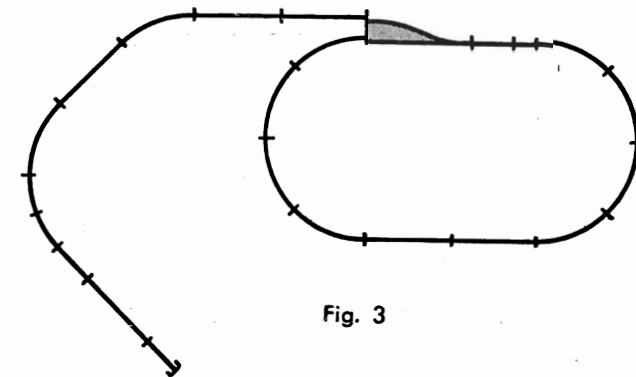
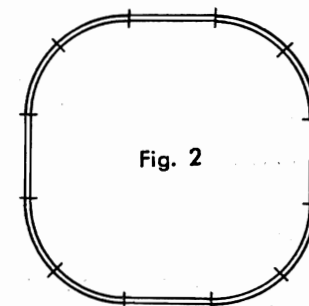
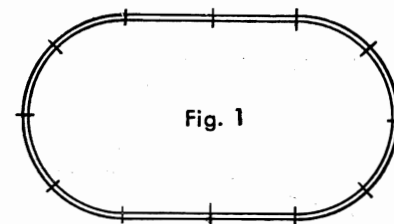


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Explanation of prints

| | | | |
|---|--|-------------|---------------|
|  | Whole straight track | 179 mm long | Order No. 321 |
|  | Half straight track | 85 mm long | „ No. 322 |
|  | Quarter straight track | 43 mm long | „ No. 324 |
|  | Disconnection-track | 85 mm long | „ No. 340 |
|  | Left quick-action electro-magnetic switch | 21 cm long | „ No. 500 |
|  | Right quick-action electro-magnetic switch | 21 cm long | „ No. 500 |
|  | Bumper | 85 mm long | „ No. 700 |
|  | Quarter curve track, radius 200 mm | „ | No. 334 |
|  | Half curve track, radius 200 mm | „ | No. 332 |
|  | Whole curve track, radius 200 mm | „ | No. 331 |

Control box No. 550 commands the action of the switches. For the connection, an extension cable No. 342 is included with the transformer by the Contacts L 15 Volt, and is attached to the Control-Box Z plug, and so supplies it with current. The Contacts 1—4 serve as connection for 4 switches. The Contacts 5—8 can be used as separators for the connection of further Control-Boxes and accessories.



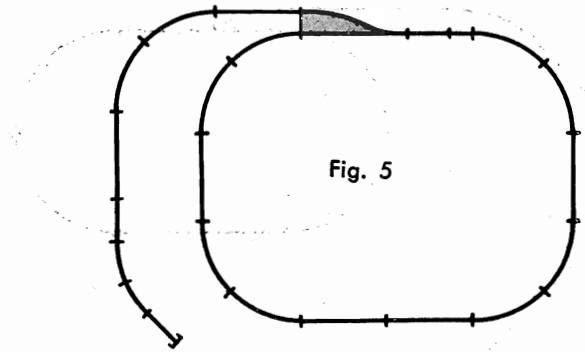


Fig. 5

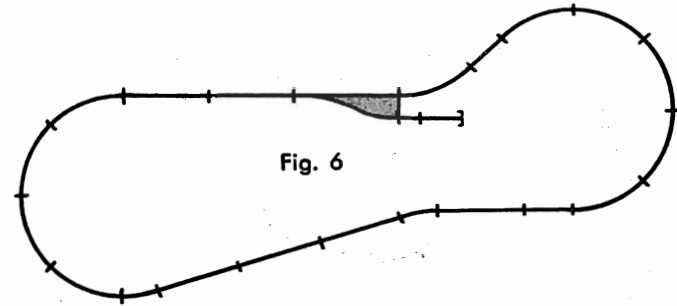


Fig. 6

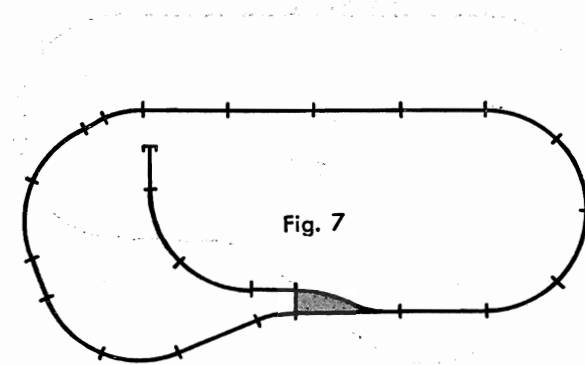


Fig. 7

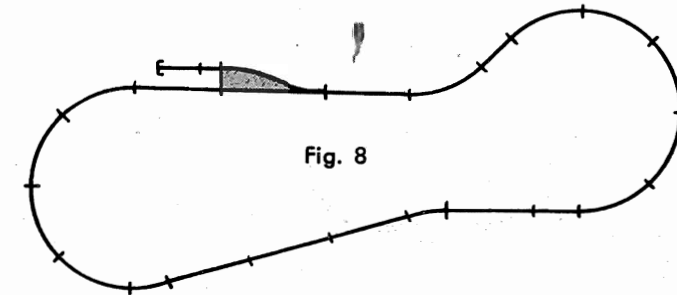


Fig. 8

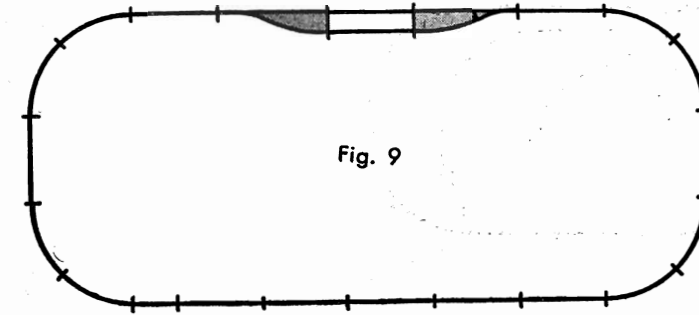


Fig. 9

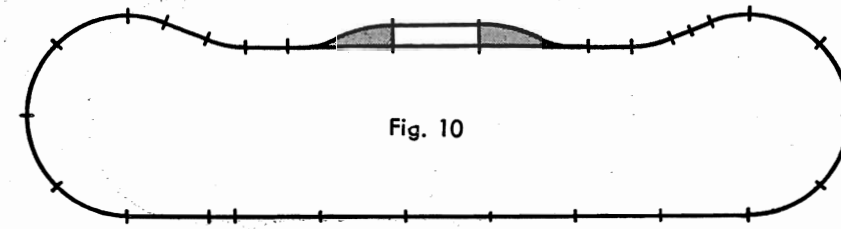


Fig. 10

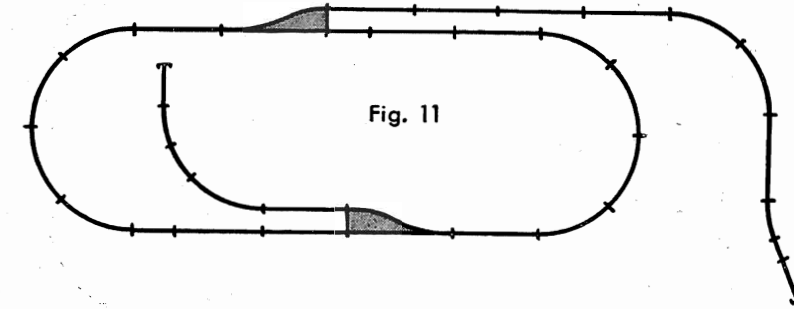


Fig. 11

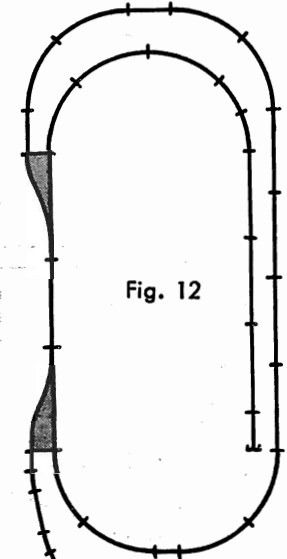


Fig. 12

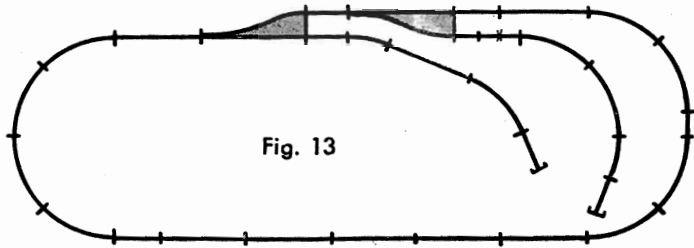


Fig. 13

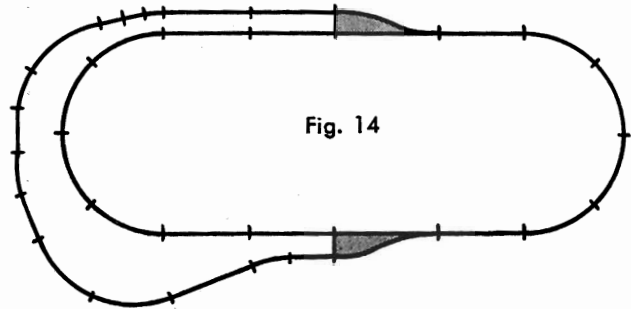


Fig. 14

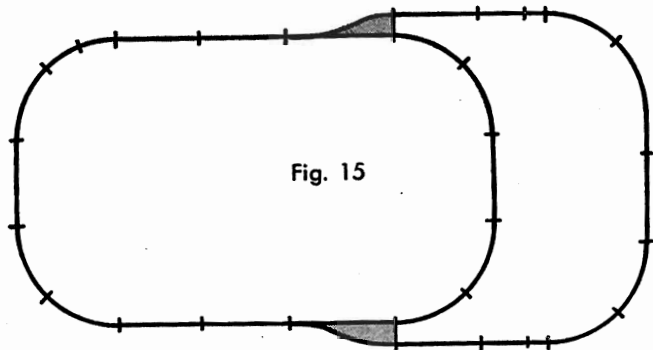


Fig. 15

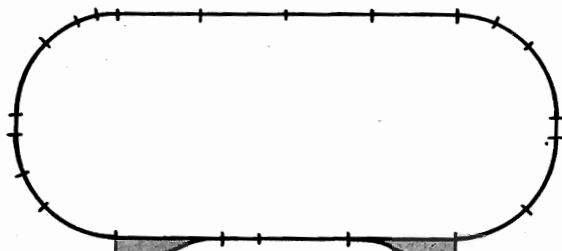


Fig. 16

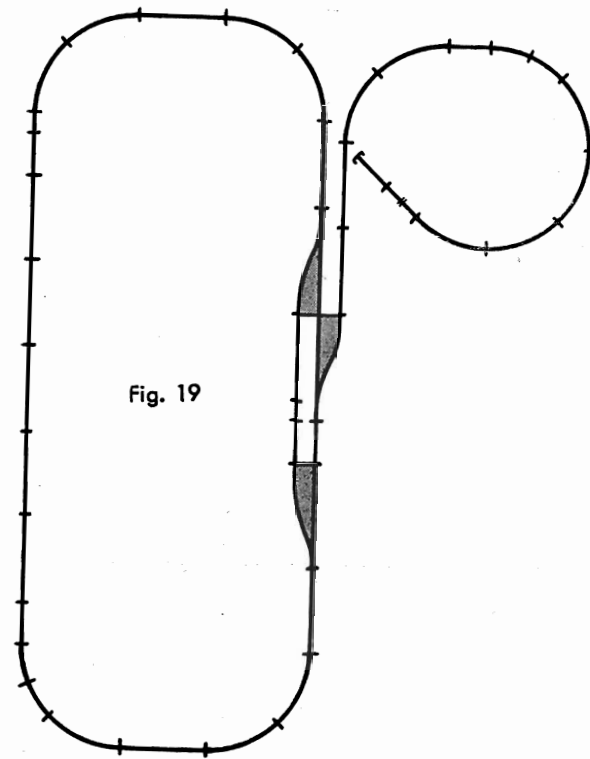
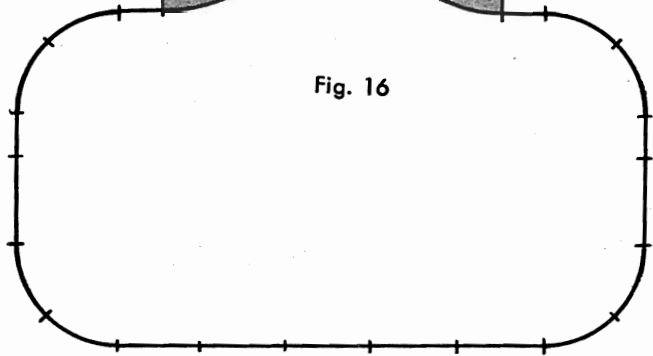


Fig. 19

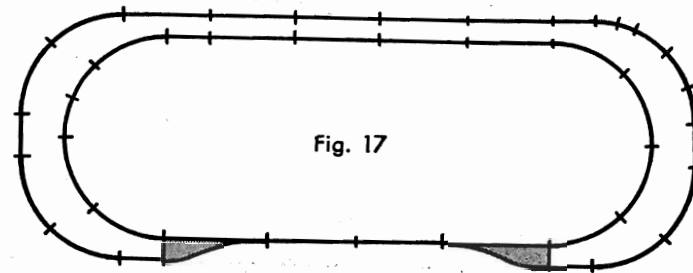


Fig. 17

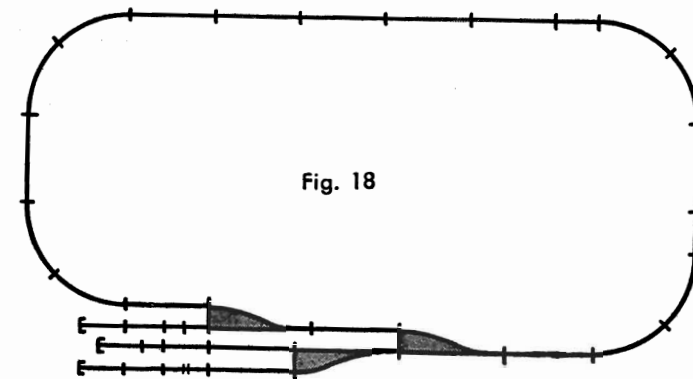


Fig. 18

WESA-Liliput. The electric railway that everybody can afford.

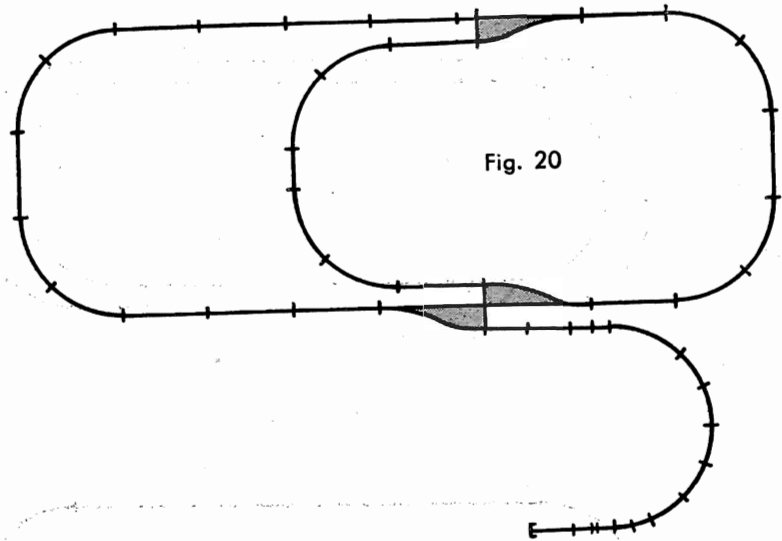


Fig. 20

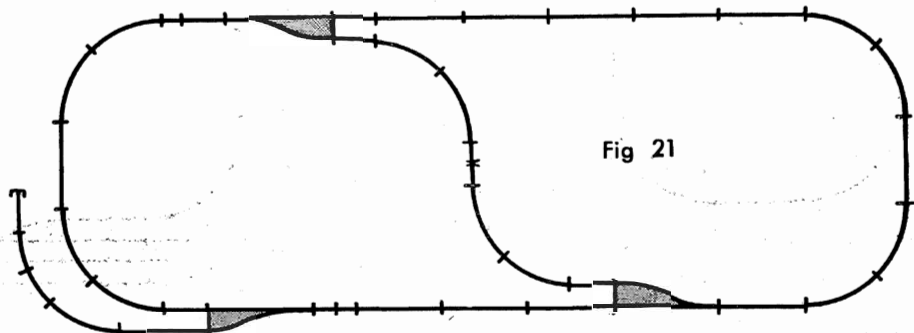


Fig 21

WESA-Liliput. The electric railway that everybody can afford.

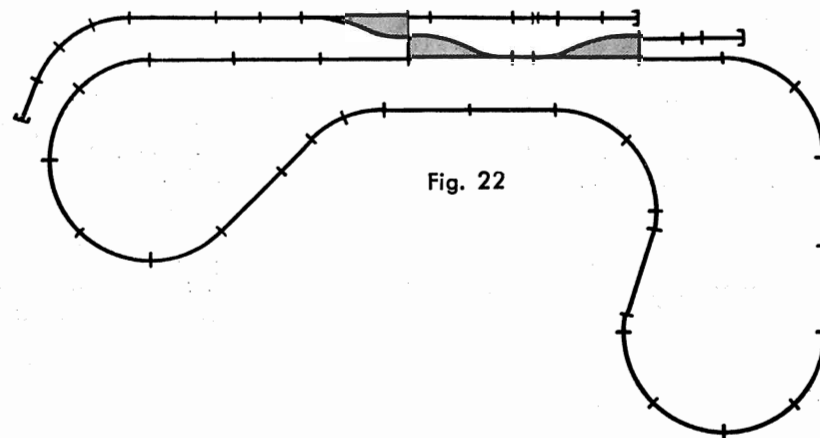


Fig. 22

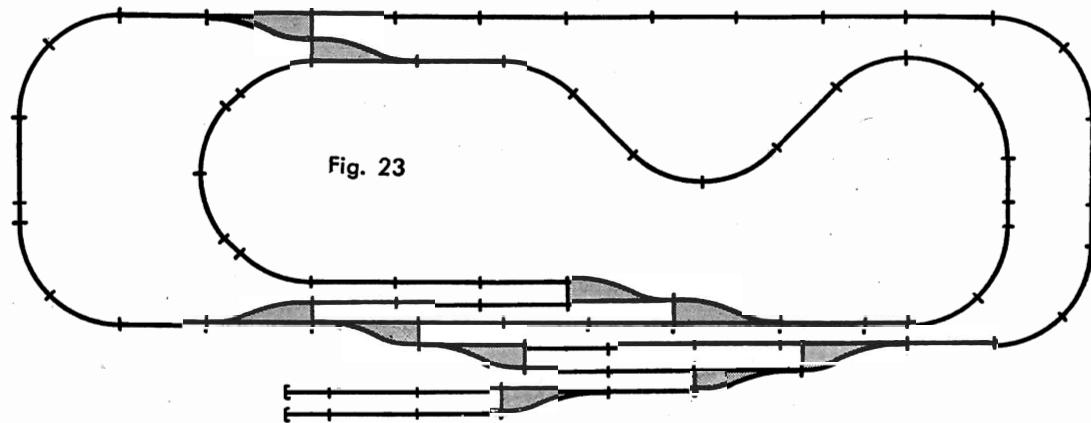


Fig. 23

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Advice for the construction of more expanded layouts.

Counter curves and loops made with whole curve track No. 331, need a straight middle section, track No. 321, before connecting the next curved track. For short curves made with half half curve track No. 332, the middle section can be of a half straight rail No. 322. Whereas No. 334 can be applied to a counter curve without the intermediate straight track. The siding formed by a switch is also counted as a curve, therefore it must be followed by a straight track before continuing the curve.

The 13 mm width of rail track is always carefully controlled by the manufacturers, but in spite this it may happen that a slight difference is visible when connecting two rails. If then the locomotive continues to derail on the same place, it is advisable to change about two tracks of the same form size.

Use of disconnection track No. 340

Prints Nos. 18, 20, 21 give some examples of the use of the disconnection-track. A cross connection inside a loop formed by two left-hand or right-hand switches, necessitates the intersecting of a disconnection-track, in no matter what place, between the two switches, otherwise a short circuit would ensue, because the cross rail (track) would be in connection with outer track.

The disconnection-track also makes possible the detachment of a siding ending with a bumper. By attaching a disconnection-track after a switch leading to such a siding one can prevent the shock given to the bumper by the mistaken driving of locomotive at full speed. The current-free track stops the Locomotive automatically.

Besides these advantages, the disconnecting-track can separate certain tracks by isolating them from the current, then by attaching to them a connection-track No. 310, can be fed by a second transformer. This clever combination gives one the possibility of operating two trains on the same layout. The factory willingly gives any further information, but cannot furnish any of its goods direct to the buyer.

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