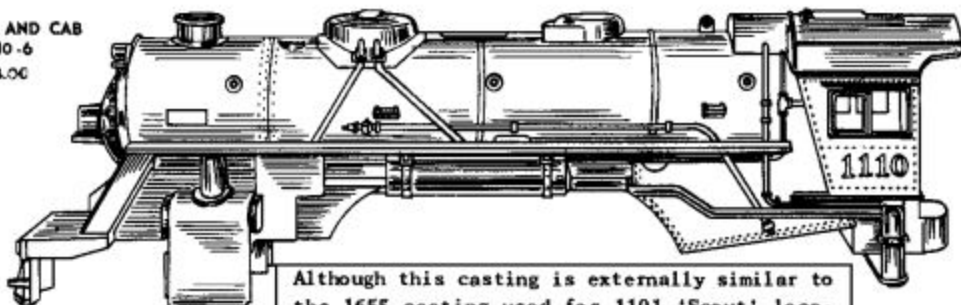


## LIONEL SERVICE MANUAL

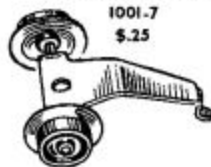
BOILER AND CAB  
1110-6  
\$2.00



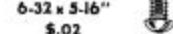
Although this casting is externally similar to the 1655 casting used for 1101 'Scout' locomotive, produced in the early part of 1948, the two castings are not interchangeable

FRONT TRUCK ASSY.  
1001-7

\$0.25

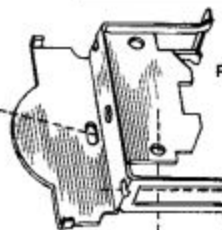


ROUND HEAD SCREW  
6-32 x 5-16"  
\$0.02



FRONT TRUCK BRACKET  
1110-7

\$0.15



CROSSHEAD  
1001-21

\$0.10



REAR TRUCK ASSY.  
1110-11

\$0.25

SIDE ROD  
1110-8

\$0.10



SIDE ROD SCREW  
1001-19

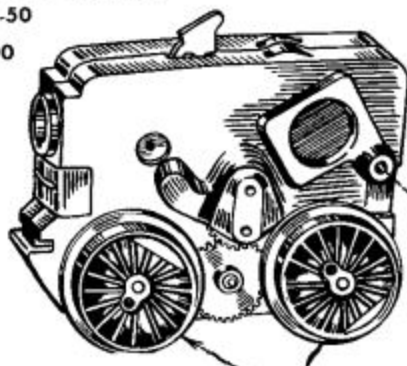
\$0.10



## MOTOR COMPLETE

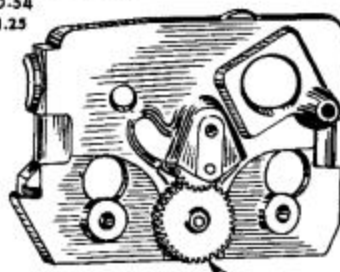
1110-50

\$6.00



MOTOR HOUSING ASSY. L.H.  
1110-54

\$1.25



NOT IN ASSEMBLY  
MOTOR MOUNTING PIN  
1001-16  
\$0.05



PLAIN WHEEL

1110-53  
\$0.25

ALTERNATE (IRON)  
1001M-37

GEAR WHEEL & AXLE ASSY.

1110-51  
\$0.40

ALTERNATE (IRON)  
1001M-50



CLUSTER GEAR

1001M-56  
\$0.25

ALTERNATE (IRON)  
1001M-33



GEAR  
1001M-51  
\$0.25

ALTERNATE (IRON)  
1001M-34

A number of 1110 locomotives were produced with 1001M-1 motors, which are distinguished by their Baldwin Disc wheels and described in the previous section. The 1110-50 motor illustrated above differs from 1001M-1 in the design of the wheels and the intermediate gears. Other parts are identical.

## LIONEL SERVICE MANUAL

### NO. 1110 'SCOUT' LOCOMOTIVE (1951-52 MODEL)

Because of government's limitations on the use of magnet material, 'Scout' locomotives produced in 1951 and 1952 were not equipped with 'Magne-Traction' and bear the number 1110, similar to 'Scout' locomotives made in 1949 and described in the previous section.

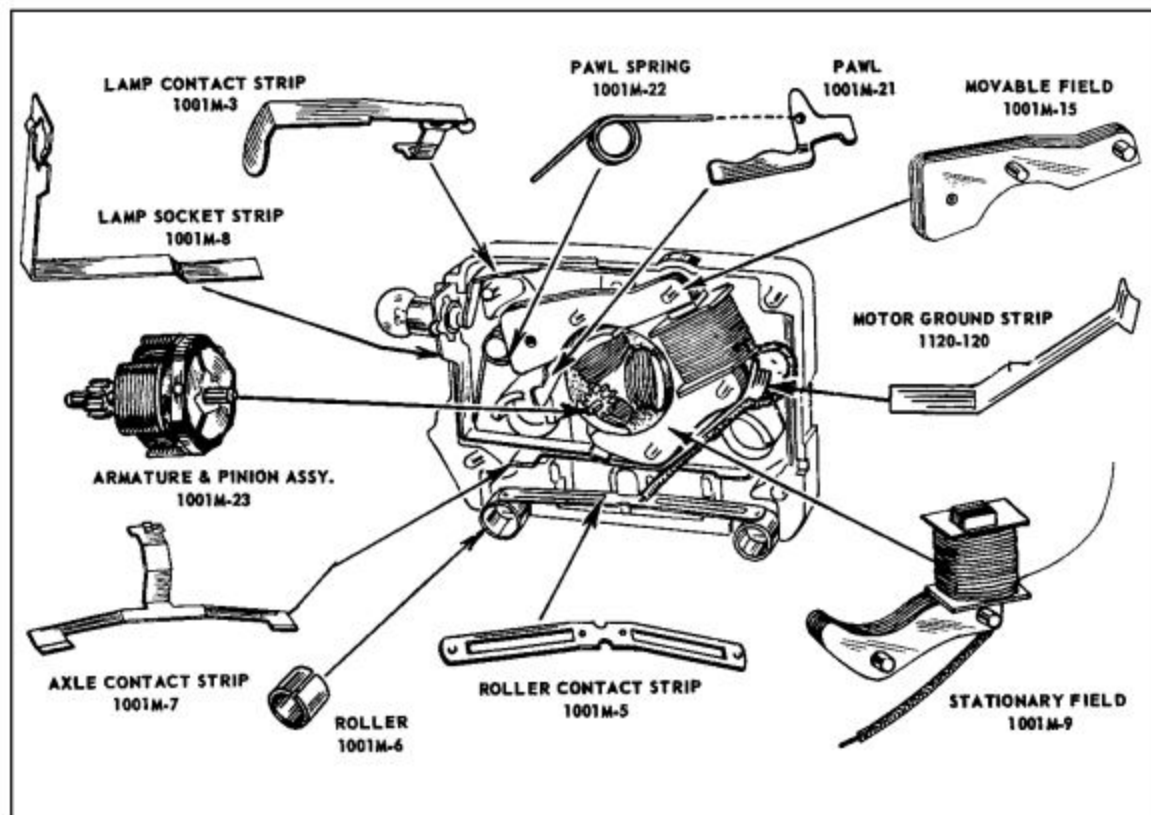
Unlike the earlier No. 1110 locomotives, however, this locomotive has improved front and rear trucks illustrated in Section LOC-1120, which enable this locomotive to traverse switches and crossings without reversing.

The motor used in this locomotive carries the number 1110-50, but differs slightly from the 1949 motor having an added Motor Ground Strip 1120-120 which is used in conjunction with the improved front and rear trucks to ground the motor more positively.

**Note:** Because the plastic 'Scout' motor sides are no longer available, any breakage of these requires replacement of the entire motor by motor No. 2034-100, described in section LOC-2034.

#### Components of 1951-2 Model of No. 1110-50 Motor

For Other Parts of This Locomotive  
See Section LOC-1120



LIONEL SERVICE MANUALNO. 247T - TENDER

TEN-247T

<u>Part Number</u>	<u>Location</u>	<u>Unit Price</u>	<u>Min. Quan.</u>	<u>Description</u>
247-26		2.50		Tender Body (Baltimore & Ohio)
566-1	B-55	1.25		Coupler Truck
566-16	P-87	.02	25	Truck Rivet
567-1	I-28	.75		Plain Truck
1130-52	G-36	1.00		Frame
1130-53	G-36	.15	4	Drawbar
4 x 1/4"	Q-53	.02	25	Rec. RHST "Z" Body Screw

NO. 250T - TENDER

TEN-250T

250-26	G-37	2.50		Tender Body
566-1	B-55	1.25		Coupler Truck
566-16	P-87	.02		Truck Rivet
567-1	I-28	.75		Plain Truck
1130-52	G-36	1.00		Frame
1130-53	G-36	.15	4	Drawbar

NO. 1001T - TENDER

TEN-1001T

221-7	G-51	.15	4	Drawbar
500-1	P-32	.75		Coupler Truck
501-1		.50		Plain Truck
1001T-2	C-42	1.00		Cover
1001T-3	Obsolete			Frame
1002-5	P-92	.02	25	Eyelet

NO. 1130T-500 - TENDER

TEN-1130T

566-1	B-55	1.25		Coupler Truck (Rear)
566-16	P-87	.02	25	Truck Rivet
567-1	I-28	.75		Plain Truck (Front)
1130-26	G-35	2.50		Body Back
1130-52	G-36	1.00		Frame
1130-53	G-36	.15	4	Drawbar
1130-502	H-38	2.50		Body (Pink)
4 x 1/4"		.02	25	Rec. ST "Z" Body Mtg. Screw

- continued -