

# C. WILLIAM MOORE

Mechanical Engineer (California Registration)

Residence  
(415) 846-3008

P. O. Box 174  
Pleasanton, California 94566

## DAY-LAND STEAM ENGINES

The Day-Land Steam Engines are updated versions of an early automotive engine, and represent one of the few available supplies of steam engine castings of a size suitable for small automobiles and boats. The basic engine is patterned after the Stanley engine, utilizing the better materials of today, and the simplified Fink valve gear. In addition, the engine is now available with either the conventional D-slide valve or the potentially more efficient Clarkson "donut" valve.

The engine was designed for use at 600 psi, and will develop up to about 20 hp, depending on the steam conditions and percent cutoff used, at a speed of about 1000-1200 rpm.

The engine may be constructed as an enclosed automotive-type with crankcase similar to Stanley, or as an open engine like the Locomobile. It is also relatively easy to build on a baseplate for marine use.

The complete set of castings does not include such hardware as bearings, bolts, nuts, pins, shaft stock, or seals. These items are generally available at hardware, auto parts, or metal supply houses. However, if you encounter any trouble locating these materials, we will be happy to assist.

### APPLICATIONS:

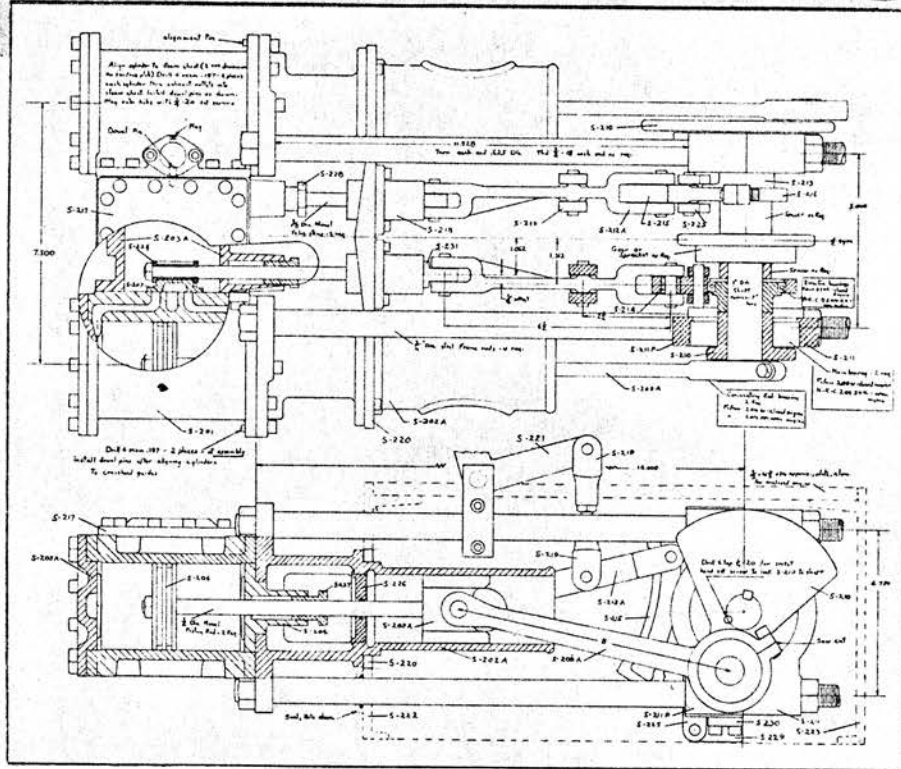
While numerous sets of engine castings have been sold and reportedly completed, only a few of the final applications are known to us. The original installation was SN 1 in the Day-Land "buggy" (see photos on following page).

This little machine was well known for its lively operation, if not for its modern appearance. The engine was removed for conversion to the Clarkson "donut" valve, and the buggy was put to other use.

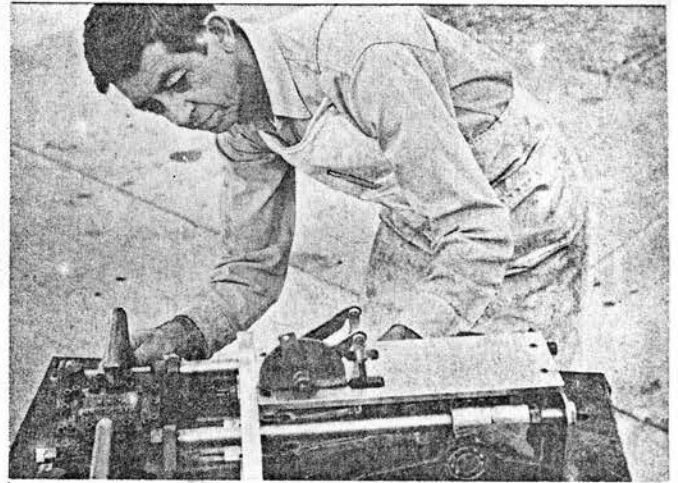
Engine number 2 was installed on an English Ford rear axle using a chain drive. This set up was often seen around western steam meets, and is now owned by John Albright, who is planning an installation in a small vehicle.

Another engine was used to power a more modern test vehicle known as the "Geni". Bruno Galliano of Portland reported that this car performed very well, making a climb of Mt. Hood.

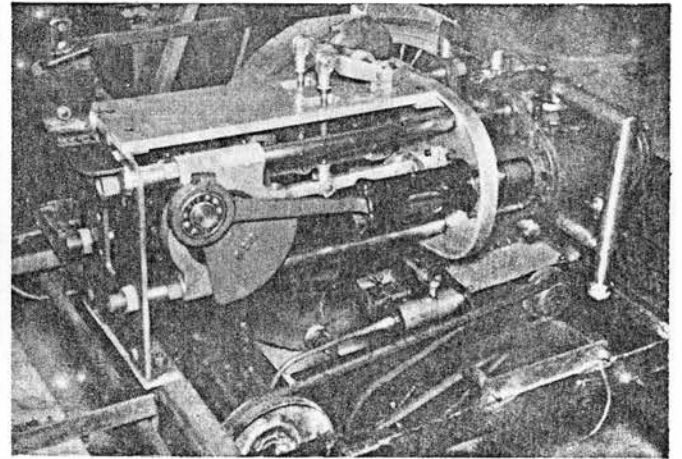
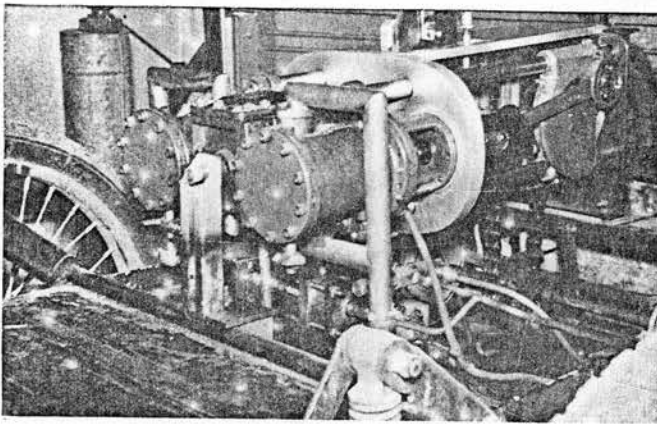
# DAY-LAND MODEL SA ENGINE



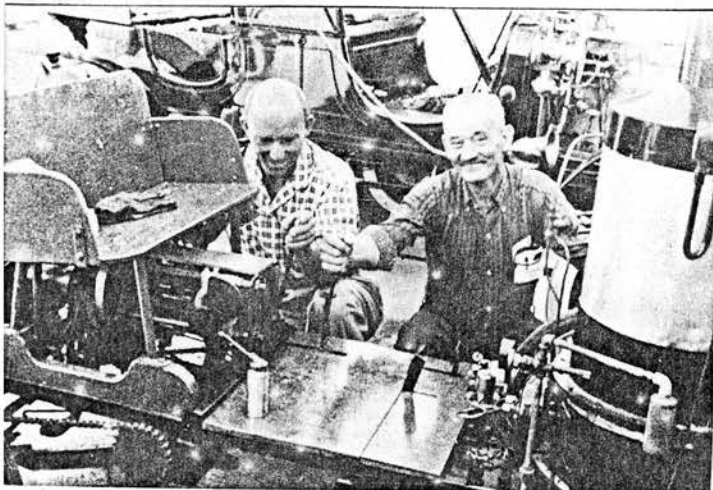
- \* Two cylinders, double-acting, simple expansion.
- \* 2 1/2" Bore x 3 1/2" Stroke, D-slide or Clarkson "Donut" valves, with Fink valve gear.
- \* Engine may be constructed as either an open or enclosed type, and can also be mounted vertically for use in a launch.
- \* Design similar to Stanley engine, for either gear or roller chain drive. May be mounted directly on rear axle housing.
- \* Although patterned after an old style design, it employs more modern materials technology, and offers the more efficient "donut" valve.
- \* More than a model, this engine is capable of powering a small automobile or a moderate size boat.
- \* Will develop approximately 20 hp with steam pressure of 600 psi, operating at 1000-1200 rpm.



Co-developers of the Day-Land engines, the late Arnie Land, left, and Ralph Day, above.



The two photos above show the original installation in the "buggy". The forward end of the engine is at left, business end on right. Note chain drive, visible below and right of crank in right photo.



Arnie Land with Jim Tangeman, the owner of the chassis and an early associate of Day & Land.



Mr. Land with son-in-law, Bill Moore, the current manufacturer.

September 1, 1974

Price List

DAY-LAND STEAM ENGINES

<u>Complete Set of Castings:</u>	<u>Open type</u>	<u>Closed type</u>
Model SA (D-slide valves)	\$168.00 *	\$196.00 *
Model CV (Clarkson valves)	\$189.50 *	\$217.50 *

Set of Five Drawings: \$10.00 (included with set of castings)

Ductile Iron Castings

<u>Part No.</u>	<u>Part Name</u>	<u>No. Reqd.</u>	<u>List Price, ea.</u>	<u>Unit Price in Assy. *</u>
S-201	Cylinder, Mod. SA	2 ✓	\$14.50	\$11.00
S-202A	Crosshead guide	2	14.50	11.00
S-203A	Steam chest, Mod. SA	1 ✓	14.00	10.50
S-204	Piston rod gland and register	2	3.00	2.25
S-205A	Cylinder head	2	3.00	2.25
S-206	Piston	2	3.00	2.25
S-207	D-slide vavle, Mod. SA	2 ✓	3.50	2.50
S-208A	Crosshead	2	3.50	2.50
S-209A	Connecting rod	2	5.00	3.75
S-210	Crank	2	6.00	4.50
S-213	Eccentric	2	3.00	2.25
S-215	Valve link	2	3.00	2.25
S-216	Valve link cap	2	2.00	1.50
S-217	Steam chest cover, Mod. SA	1 ✓	4.00	3.00
CV-401	Cylinder, Mod. CV	2 **	22.00	16.50
CV-402	Valve yoke, Mod. CV	2 **	4.00	3.00
CV-403	Exhaust steam chest, Mod. CV	1 **	14.50	11.00
CV-404	Inlet manifold, Mod. CV	1 **	8.25	6.00
CV-405	Manifold plate, Mod. CV	1 **	4.00	3.00
CV-406	Chest cover, Mod. CV	1 **	4.00	3.00

Aluminum Alloy Castings

S-211	Main bearing hanger, aft	2	6.50	5.00
S-211P	Main bearing hanger, fwd.	2	6.50	5.00
S-212A	Radius rod	2	8.50	6.50
S-218	Valve stem guide	2	5.25	4.00
S-219	Clevis	4	1.00	.75
S-220	Valve guide support, open eng.	1 ✓✓	13.50	10.00
S-221	Bellcrank	1	6.00	4.50
S-222	Fwd. housing flange, closed eng.	1 ***	25.00	19.00
S-223	Aft housing flange, closed eng.	1 ***	25.00	19.00

\* These prices reflect the approximate 25% discount of the complete set over the individual price listed.

\*\* In the model CV "donut" valve version, these items replace those noted by ✓.

\*\*\*In the closed type engine, these items replace that noted by ✓✓.