

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

639



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name O'Mahony Dining Car #1107

other name/site number McDermott's Diner, Tommy's Deluxe Diner, Road Island Diner

2. Location

street name 981 W. Weber Canyon Road not for publication

city or town Oakley vicinity

state Utah code UT county Summit code 043 zip code 84055

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature]
Signature of certifying official/Title

7/7/2009
Date

Utah Division of State History, Office of Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register
 See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Signature of the Keeper

Date of Action

[Signature]

8/21/2009

O'Mahony Dining Car #1107
Name of Property

Oakley, Summit County, Utah
City, County and State

5. Classification

Ownership of Property

(check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Function

(Enter categories from instructions)

COMMERCE/TRADE: restaurant

Current Function

(Enter categories from instructions)

COMMERCE/TRADE: restaurant

7. Description

Architectural Classification

(Enter categories from instructions)

MODERN MOVEMENT: Streamlined Moderne

MODERN MOVEMENT: Art Deco

Other: Prefabricated Mobile Dining Car

Other: Stainless Steel Diner

Materials

(Enter categories from instructions)

foundation CONCRETE, BRICK

walls METAL, GLASS

WOOD: Weatherboard

roof METAL, RUBBER

other PORCELAIN

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheet(s) for Section No. 7

National Register of Historic Places Continuation Sheet

Section No. 7 Page 1

O'Mahony Dining Car #1107, Oakley, Summit County, UT

Narrative Description

The O'Mahony Dining Car #1107 was manufactured by the Jerry O'Mahony Company of Elizabeth, New Jersey, in 1939. Dining Car #1107 is a one-story steel frame monitor-roof model in the Streamlined Moderne style. The diner car was designed as a moveable building type and #1107 was custom-built for its first location: the 1939 World's Fair in New York City. After the fair, the dining car was purchased and moved to Fall River, Massachusetts, where it was known as McDermott's Diner. Alterations during its time in Fall River included installation of a roof-top blade sign, building a one-story annex in the rear, and the covering of the clerestory glazing (circa 1940s). After fourteen years, McDermott replaced the dining car with a newer model. The O'Mahony was sold and moved to Middletown, Rhode Island, where it operated as Tommy's Deluxe Diner between 1953 and 2006. During its time in Middletown, the dining car was moved once, one-hundred yards to the south, where a 20-by-40-foot concrete block and frame addition was constructed in the rear. As Tommy's Deluxe Diner, the building experienced half-a-century of wear and tear, but relatively few major modifications. Alterations during this time included the removal of the McDermott sign (circa 1953), replacement of the booths and some kitchen equipment (circa 1970s), installation of newer roof materials and replacement of a door and the windows (2005).

In 2006, the current owner, Keith Walker, purchased the dining car and had it transported to Oakley, Utah, and placed it on a new foundation at the crossroads of the two main thoroughfares through the town. The dining car is oriented toward the intersection of the highways. During 2007, the dining car underwent a complete rehabilitation that refurbished all surviving original materials and furnishings. Missing and/or damaged elements were replicated using historic photographs and other extant O'Mahony dining cars as references. An annex was built on the rear with minimal visual impact on the 1939 building. In 2008, the O'Mahony Dining Car #1107 re-opened as the Road Island Diner providing typical American diner cuisine. The relocation of the dining car and construction of the annex addition are consistent with the history of dining cars and diners as a movable property type in general, and with the history of the O'Mahony #1107 dining car in particular (see Section 8 below).

Exterior

Dining Car #1107 is a prefabricated steel frame dining car measuring 16 feet by 60 feet. The dining car is symmetrical with eleven bays and an original central vestibule on the longer north (primary) elevation.¹ The corners of the dining car are rounded and the narrow ends have three bays. The east elevation has a secondary entrance in the center bay. The exterior of the dining car is divided into four sections: foundation, base, fenestration, and roof. The dining car and vestibule sit on a new raised concrete foundation (2007). The concrete is visible only near grade level. The foundation is faced in red brick with flush light-colored mortar joints. At the bottom is a soldier course with three courses of running bond above. There is a projecting hood of brick at the water table line. The foundation features inset glass blocks at the curved corners and at intervals

¹ The dining car on its current site is set at an angle with the primary elevation facing northwest. For the convenience of the narrative, the front exterior elevation will be considered the north elevation.

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O'Mahony Dining Car #1107, Oakley, Summit County, UT

along the foundation, which are lit at night.² The main entrance is the original three-quarter glass oval storefront door (painted green) with a horizontal bar (refurbished in 2007). The new doors on either side of the vestibule were built to resemble the original front door.³ There are brick-faced steps and a pipe hand rail (painted red) leading to the vestibule doors.

The foundation has been extended to a deck on the east elevation. Another new three-quarter oval glass (painted red, ADA compliant) door opens from the east end to the deck. The concrete deck provides an outdoor dining area on the south elevation. It also provided access to the secondary entrance by an ADA ramp extending to the northeast. There are pipe rails on the front portion of the deck and along the ramp. The pipe rail features decorative metal medallions with the initials RID (Road Island Diner).

The exterior base consists of alternating continuous horizontal bands of narrow stainless steel (five bands) and slightly wider porcelain panels (four: green, yellow, yellow, green). This sheathing is placed over a wood sub-frame between the steel structural members. The stainless steel bands were in fair to good condition prior to the 2007 rehabilitation and were refurbished. Several pieces were repaired and re-coated, and a few were replaced. The porcelain-coated steel panels were in poor condition, rusted through with chips and dents. The green and yellow panels were replicated using the originals as reference for size and color. The fenestration level consists of window bays separated by stainless steel panel mullions. Each mullion features a glass-block Art Deco-style light at the top. There are rounded steel panels at the corners. The mullions were in fair condition and were refurbished. The light fixtures were repaired. The original windows were fixed-frame plate glass with a horizontal transom bar. The end windows had a curved edge that was typical of O'Mahony dining cars between the late 1930s and the early 1950s. The windows had been replaced by two-part aluminum sash windows around 2005. During the 2007 rehabilitation, new windows were replicated to match historic photographs of the diner. The curved steel fins in the end windows were replicated, as were the horizontal oval window fins in the vestibule window. Above the window level is another band of stainless steel. There are bands of green and yellow neon tube lights running parallel to the top band. The narrow west elevation is the only one without a door.

The roof is curved at the corners and edges with a raised monitor roof in the center two-thirds. The roof materials have been changed over the years. The current roof is a rubber membrane, painted white. It has an imbedded heating element to reduce the snow load. The monitor roof is approximately a foot higher than the main roof. Each lengthwise side on the monitor has seventeen Tiffany glass clerestory windows. Due to leakage, the monitor glazing was covered in the 1940s, but the glass survived intact. During the recent rehabilitation, the green, milky Tiffany glass was uncovered and refurbished. Mounted on the top of the monitor is a new horizontal blade sign with neon lettering on the primary elevation. The curved steel backboard was inspired by the original "McDermott's Diner" sign in Massachusetts as seen in a historic photograph.⁴ The current sign reads "Road Island Diner, est. 1939" in yellow, green and red neon channel letters. An original element is the round clock mounted above the vestibule, an O'Mahony signature feature. The faceplate reading

² Historic photographs show that the current foundation differs from the previous foundations in Massachusetts and Rhode Island locations, which were closer to grade level and responsible for some water/rust damage to the undercarriage in both locations. Oakley, Utah, is at an elevation of 6,500 feet and can experience heavy snowfall in the winter, requiring a taller foundation.

³ The original vestibule doors had been replaced (circa 1970s). The replaced east door was a circa 1980s multi-light half-glass door.

⁴ The dining car had no large exterior sign when it was Tommy's Deluxe Diner.

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O'Mahony Dining Car #1107, Oakley, Summit County, UT

"Tommy's Diner" was replaced with a similar reading faceplate "Road Island Diner" in 2007. The clock is highlighted with green and yellow neon. Another new lighting touch is the green lights behind the glass blocks in the foundation.

The new annex on the rear has been designed to be distinct from and have a minimal visual impact on the original dining car.⁵ The annex is attached to the south elevation on the dining car. Because the dining car is in the center of a sloping site, the two-story annex is completely below the edge of the fin sign and it is barely visible when viewed from the intersection of the highways. When the viewpoint is facing the vestibule from the parking lot, the annex cannot be seen.

The upper floor of the annex is accessible from the rear door of the dining car. The footprint of the upper level measures 16 by 46 feet and obscures the rear three-quarters of the dining car's south elevation (offset 2.5 feet at the west end and 10 feet at the east end).⁶ On the visible portion of the dining car (east end), there is a back door (with a circular window) that accesses the rear deck. There are no windows on the south elevation. The length of the annex's lower level is 58.5 feet and extends underneath the rear deck. The lower level extends below the foundation of the dining car.

The addition is sheathed in vertical rustic wood in a board & batten pattern.⁷ The main roof is a double-angle low-pitch gable. The peak of the gable resembles barn doors with a hay derrick. There is a secondary shed roof along the lower level, breaking into a simple gable to shelter the back door. The roof material is copper. There are four windows on the rear (both multi-light and casements). The large metal box on the lower level is a storage-cooler. The east and west elevation of the annex are relatively blank and obscured from view by mature trees.

Interior

The interior of the dining car is arranged in the typical configuration with booths along the length of the entrance side and with a counter separate the seating area with the food preparation area along the back. The dining car has approximately 915 square feet of space. The interior includes both original and replicated features and furnishings. The entrance space is flanked by a display case and bench seating (back side of first booth on the east). The curved base of the display case is original with wide bands of green and yellow between the strips of mahogany wood. The partial-glass display box has been replaced a full-glass box (2007).⁸ In the 1960s, the original mahogany booths in the dining car were removed and replaced with standard heat-formed laminate slant-back benches and tables. During the 2007 rehabilitation, these booths and tables were replaced with replicas of the original based on a historic photograph and physical evidence from an extant O'Mahony

⁵ Building an annex for kitchen and bathrooms was standard procedure once a dining car had reached a semi-permanent location. Dining car #1107 had at least two different annexes (MA and second RI location), and perhaps as many as four prior to the rehabilitation (first RI location and World's Fair).

⁶ The footprint of the kitchen addition on Tommy's Deluxe Diner was 20 by 40 feet and obscures about the same portion of the diner's rear elevation. Diners of this period were not designed to be viewed from the rear.

⁷ The material was chosen at the request of Oakley City. The rear of the diner complex is visible from Oakley's historic town center.

⁸ In Tommy's Deluxe Diner, this display case also housed the cash register (1980s). It is not known if this was a feature of the original case.

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O'Mahony Dining Car #1107, Oakley, Summit County, UT

interior.⁹ The replicated booths have mahogany end pieces with burgundy and green vinyl seats and backs. The steel coat racks mounted on the ends were also replicated. The new tables with green and yellow laminate tops on beveled steel posts were custom-built to match the historic photograph. The Art Deco-style wall-mounted sconce lights above the table are replicas of the originals and replaced the existing gooseneck light fixtures from the circa 1980s.¹⁰ Each table has a vintage wall-mounted jukebox that is wired to a central computerized sound system.¹¹ The dining car has ten booths on the north wall (five on each side of the entrance). Two additional booths are in the southwest corner. There are also two moveable tables at the west end. The base of the interior walls on the booth side is covered in original green and yellow ceramic tile with some replacements. A similar tile pattern is on the base of the counter seating area. The wood panels between the windows are mostly refurbished original elements. The booth windows are shaded by transom-level café curtains and motorized retractable shades.

The dining car has counter seating for seventeen with nine stools on either side of a central break in the counter. The beveled octagonal posts and rims of the stools are original. They were cleaned, re-chromed and powder-coated before the new green vinyl fabric was installed on the round wood seats. The counter top and flooring are original: a multi-colored geometric pattern of square tiles. Prior to the rehabilitation, the original flooring was intact but the subflooring was badly damaged. The tile mosaic was replicated using the original pattern. The countertop is the original green Italian marble counter, which has been cleaned and repaired. The dining car's serial number #1107 was found handwritten under a section of the counter during the rehabilitation.¹² The glass showcases are original, but the countertop jukeboxes are similar to the table models. The new (computerized) cash register sits on the counter. It was encased in a 1940s chrome cash register to be more compatible with the period furnishings.

The coved ceiling of the dining car features the original laminate panels divided by steel strips. The panels are green on the sides and yellow in the center. New Art Deco style lights were installed down the center of the ceiling (similar to the configuration seen in a 1950s photograph). The original Tiffany glass clerestory lights were uncovered and refurbished, but the crank system was no longer operable. A curved steel band runs just under the clerestory level. The flat televisions mounted at the narrow ends of the ceiling are one of the few not historically compatible features. Behind the counter many original elements of the food preparation area are extant. The most dramatic original feature is the backstop with its fan-pattern of stainless steel. The backstop was in excellent condition and needed minimal repair. Just under the clerestory are the original menu boards and signage boxes. The individual boxes are divided by an Art Deco-style pattern of steel ribbons. All of the stainless steel shelves were reused, but most of the cooking implements are new. Modern appliances such as the grill, coffee makers, refrigerator, etc. are new, but are chrome or stainless steel to be compatible with the original elements. The steam table and warming trays are original. The pie case at the west end of the food

⁹ There is one black & white photograph of the interior of Tommy's Deluxe Diner from the 1950s. The best reference was Collin's Diner in North Canaan, Connecticut. Collin's Diner is a smaller O'Mahony dining car, serial #1103, with a remarkably intact seating area.

¹⁰ The coat racks/hooks and wall sconces were replicated using Collin's Diner as a reference, which are similar to those shown in the historic photograph.

¹¹ Although not an element of the original 1939 construction, a few wall-mounted jukeboxes were installed in the dining car while it was Tommy's Deluxe Diner, possibly as early as the late 1950s. The jukeboxes are restored historic models and have minimal visual impact on the historic interior. Register vents hide the ceiling speakers.

¹² The car number was found in other locations, however, the manufacturer's plate is missing.

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O'Mahony Dining Car #1107, Oakley, Summit County, UT

preparation area is also original. The soda fountain dates from the 1940s, slightly later than the original construction of the dining car, but is compatible with typical diner usage from the period.

The back wall of the dining car has three openings. The east door leads to the outdoor deck (see above). The center door accesses the kitchen area on the upper level of the rear annex. The west opening leads to a short corridor in the annex where two ADA accessible restrooms and the back stairs are located. The corridor is covered in green and yellow paneled walls to match the color scheme of the dining car's interior. The bathrooms are also designed to be historically compatible in muted colors to complement the dining car. A multi-landing staircase leads to the lower level. The kitchen in the annex is not visible to the diner patrons. It is a typical small-scale commercial kitchen with tile floor and stainless steel counters. The bakery niche and walk-in cooler are on the south wall. The dishwashing equipment is in the northeast corner. There is a small office in the southeast corner.

The upper level of the annex has 698 square feet of space. The lower level has 1,530 square feet of useable space. The décor of the lower level is rustic to match the exterior of the annex. At the base of the stairs is an L-shaped corridor. An employee lounge and a restroom are located in the southwest corner of the lower level next to the mechanical closet. The east half of the lower level is divided into three rooms: two offices and a large storage room. There is a garage on the lower level under the deck. The back door is on the south wall near the access to the outdoor cooler. The banquet room is in the northwest corner. It is an open room measuring approximately 15 by 42 feet. The décor is rustic with diner photos and memorabilia mounted on the walls. There is a vintage pot-belly stove in the corner.

The banquet room is situated directly under the historic dining car and the undercarriage of the dining car is exposed to view. Because of water damage that occurred during the dining car's time in Rhode Island, some of the steel frame toward the rear of the car was rusted. It was replaced during the rehabilitation. In addition to the steel members, the original tow ring used to move the dining car is intact and visible, but the wheels had been removed decades earlier. However, the recent rehabilitation of the dining car and annex has been completed with the understanding the dining car could be moved in the future.

Site

The dining car and annex are located in the southwest corner of a 0.37-acre wedge shaped parcel. The dining car is set at an angle facing northeast to the intersection of State Highway 32 and Weber Canyon Road, with an entrance to the asphalt parking lot off Weber Canyon Road. There are parking stalls perpendicular to the dining car façade with green pipe barricade bars between the stalls and the dining car. There are two green benches in front of the dining car. There is additional parking along the north property lines with some parallel parking at the narrow end of the parcel. The site slopes downward from the northwest to the southeast with a set of stairs by the ramp. There are several mature trees growing on the lower portion of the site, but the area behind the annex is currently not landscaped.

The Road Island Diner faces away from the town center, but toward the busy intersection. Highway 32 and the Weber Canyon Road are the only major routes to and from Oakley to the neighboring communities. Oakley is a typical rural town along Utah's Wasatch mountain range. The town is located 45 miles east of Salt Lake City

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O'Mahony Dining Car #1107, Oakley, Summit County, UT

and 21 miles east of Park City, Utah. The town center includes a general store, a settlement-era church, houses in a variety of types and styles, and agricultural outbuildings.

O'Mahony Dining Car #1107
Name of Property

Oakley, Summit County, Utah
City, County and State

8. Description

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(enter categories from instructions)

ARCHITECTURE

Period of Significance

1939

Significant Dates

1939

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Jerry O'Mahony Company Inc., manufacturer

See continuation sheet(s) for Section No. 8

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other Name of repository: _____

See continuation sheet(s) for Section No. 9

National Register of Historic Places Continuation Sheet

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O'Mahony Dining Car #1107, Oakley, Summit County, UT

Narrative Statement of Significance

The O'Mahony Dining Car #1107 in Oakley, Utah, is a custom-built stainless steel monitor-roof dining car manufactured by the Jerry O'Mahony Company in 1939. The Streamlined Moderne and Art Deco-style Dining Car #1107 is being nominated for its architectural significance under Criterion C for its contributions to the mobile diner industry, and in particular, the national trend toward stainless steel diners that emerged in the pre-World War II period. Dining Car #1107 is a one-of-kind, custom-built model that marks the pivot point in diner design for the O'Mahony Company and represents the transition from the standard pre-war design of diners to the post-war direction of the mobile diner industry in general. Just a few years prior to World War II, the O'Mahony Company began adding rounded corners and applying steel/porcelain bands to the exterior of its traditional monitor-roof dining car model. Historic photographs from company brochures and extant examples show the typical model of the period was compact with steel bands above and below a wide porcelain panel base with room for lettering. The design of Dining Car #1107 broke with the company's tradition with the emphasis on alternating bands of stainless steel and porcelain that more fully realized the design objectives of Streamlined Moderne movement, invoking the sleekness of the stainless steel rail cars of the period. In size and materials, Dining Car #1107 was the prototype for the O'Mahony dining cars of the late 1940s and early 1950s: much larger and all stainless steel-constructed two-part dining cars.

Because the Dining Car's significance is based on architecture, the period of significance has been limited to the year of manufacture, 1939. And as the only dining car in Utah, it is being nominated at the statewide level of significance. Dining Car #1107 was originally custom-built for exhibition and use at the 1939 World's Fair in New York City. At the close of the fair, the dining car was purchased by Al McDermott, who moved it to Fall River, Massachusetts, where he operated it as McDermott's Diner. In 1953, McDermott replaced the O'Mahony dining car with a newer model. It was sold to Tommy Borodemos, who moved the dining car to Middletown, Rhode Island, where it operated as Tommy's Deluxe Diner for fifty-three years. Dining Car #1107 has a remarkable level of historic integrity and is an excellent example of the Modern Movement in architecture as applied to a pre-World War II-era dining car. In 2007, the current owner, Keith Walker, purchased the dining car and had it transported to Oakley, Utah. The dining car was restored and opened for business in July 2008 as the Road Island Diner. The O'Mahony Dining Car #1107 was completely rehabilitated to its original appearance using extant physical evidence, historic photographs and contemporaneous O'Mahony dining cars as a reference. All of the original elements of the Streamlined Moderne and Art Deco design of the original dining car have been preserved or replicated. All recent modifications, including the addition of a kitchen/banquet room annex, are compatible with the historic function of mobile diners and do not impact the overall historic integrity of the building. With the exception of the time spent in transport or rehabilitation, the Dining Car #1107 has been a functioning roadside diner for six decades. The dining car qualifies under Criterion Consideration B, as a moved building. It was designed as a moveable building type and therefore the most recent move should be considered compatible with its original function.

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O'Mahony Dining Car #1107, Oakley, Summit County, UT

Early History of Dining Cars

The dining cars of the late 1930s evolved from a purely American phenomenon of mobile structures designed for the commercial dispensing of food. The first lunch wagon was created in 1872 by Walter Scott of Providence, Rhode Island, who had been selling sandwiches from a handcart for many years. Scott converted a freight wagon to have a cover and windows facing both the street and sidewalk. The horse-drawn carriage provided home-made food to night-shift workers at the local newspaper and other all-night businesses. In 1883, Ruel B. Jones, also of Providence, commissioned a wagon maker to custom build a wagon for use as a night lunch cart.

Four years later, Samuel Messer Jones, a cousin of Ruel B. Jones, opened the first mobile structure to include a kitchen area and provide interior standing room for customers in Worcester, Massachusetts.¹³ Jones built several more wagons before selling all but one to Charles H. Palmer. He later started a night lunch wagon business in Springfield, Massachusetts. In 1891, Charles H. Palmer applied for a patent for a lunch wagon designed with separate kitchen and dining areas separated by a counter that would become the standard of design for the next quarter of a century.

Thomas H. Buckley, a competitor of Charles H. Palmer, took his Worcester, Massachusetts, night lunch wagon business and created an industry. Between 1893 and 1898, Buckley set up wagons in approximately 275 towns including as far west as Denver, Colorado.¹⁴ In 1903, Buckley died at the age of thirty-five, possibly due to the grueling schedule of visiting each town. His company was reorganized as the T. H. Buckley Car Manufacturing Company, with perhaps the first use of the word "car" to describe a lunch wagon. Within two years, the company had produced a new model "built entirely on low wheels, which was intended to be hauled only the distance from the factory to the car's destination, an off-the-road, or roadside, site."¹⁵ This change in design corresponded to a period of transition as operators began to abandon their nightly rounds in favor of parking their wagons on empty lots in order to conduct daytime business. Some lunch car owners were able to acquire a permanent site and to install glass, electricity and running water, and as a result were able to expand their service to twenty-four hours per day.

In the early 1900s, the term "dining car" was first used by the industry, an allusion to the fine dining cars of the railroad that the newest models were beginning to resemble. The new term more accurately represented the expanded twenty-four-hour nature of the lunch wagon/car business.¹⁶ During the first quarter of the twentieth century, the dining car manufacturing industry, particularly in New England, was extremely competitive. From this atmosphere three companies emerged that "transformed the industry—and spawned from their ranks most of the subsequent companies, including those still building diners today."¹⁷

¹³ Richards J. S. Gutman, *American Diner, Then and Now*, (New York: Harper Perennial, 1993, rev. and expanded ed. 1979):17-18.

¹⁴ *Ibid.*, 22.

¹⁵ *Diners of Massachusetts*, Section E, Page 2.

¹⁶ *Ibid.* It is also believed the term "dining car" was used to distinguish the factory-produced models from the make-shift conversions of many surplus horse-drawn trolley cars to lunch wagons.

¹⁷ Gutman, 42.

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O'Mahony Dining Car #1107, Oakley, Summit County, UT

These industry leaders were the Patrick J. Teirney & Sons, established 1905-1933 (who experimented with interior ventilation and indoor toilets), the Worcester Lunch Car and Carriage Manufacturing Company, established 1906, (who produced cars wired for electricity, operable windows and the first motor roofs), and the Jerry O'Mahony Company, 1913-1956. It was the Jerry O'Mahony Company that took full advantage of the connotations of the term dining car, as it attempted to emulate the elegant Pullman cars of the railroad. As with the railroad the phrase dining car was eventually shortened to diner. An early use of the word appears in an O'Mahony catalog from 1924 where "diner" is used to describe ten models en route to their destinations.¹⁸

History of the Jerry O'Mahony Company Inc.

Jeremiah F. Mahoney was born in New Jersey on October 1, 1879, the son of Irish immigrants, Michael and Kate Mahony.¹⁹ While working in his father's bar and grill in Bayonne, New Jersey, Jerry was impressed by the prosperity of lunch car owners who were patrons.²⁰ He decided to go into the lunch car business with his brother, Daniel.²¹ After some initial success with a Tierney wagon purchased around 1910, they acquired a chain of seven existing operations. Within a few years, Jerry had a vision of a deluxe car with every modern convenience and decided to manufacture lunch cars.

In 1913, Jerry Mahoney and his partner John F. Hanf (1879-1950), built two lunch wagons in a small Bayonne garage. John F. Hanf, originally a house builder, was his partner for thirty-two years. Also in 1913, Jerry Mahoney married Catherine Lucas (1884-?). They had four children, Catherine I., Jeremiah Jr., Rita I., and George, born between 1912 and 1926. Sometime around 1917, the O'Mahony Lunch Wagon Company was incorporated and became the Jerry O'Mahony Company Incorporated.²² Jerry O'Mahony vowed to produce "the most beautiful and most rugged lunch cars available," which he successfully demonstrated to one skeptical potential customer when Jerry ordered his workers out of the factory to stand on the roof of a car to prove it would withstand a New England winter.²³ The customer left with the factory with an O'Mahony model. The earliest models had barrel-style roofs and etched-glass windows. One popular window was etched with words that summed up the philosophy of the lunch wagon industry: "PURE FOOD, CLEANLINESS, QUICK SERVICE AND POPULAR PRICES."²⁴

¹⁸ Ibid, 58. However, the company also continued to use the terms lunch wagon and dining car in their promotional materials. Dining Car #1107 from 1939 was produced during a time when the company was using the term dining car.

¹⁹ His surname appears with the variant spellings of Mahony, Mahoney, O'Mahony and O'Mahoney in various records. The company was established using the name Jerry O'Mahony; however, the family appears to have dropped the "O" for personal listings in the city directories and census records. The name Jeremiah Mahoney was used for his obituary (*New York Times*, March 6, 1969).

²⁰ Gutman, 53.

²¹ Daniel Mahoney is listed on the April 1910 census enumeration as a lunch wagon proprietor. Jeremiah Mahoney was still tied to the family business. He is listed in the same household as a liquor merchant.

²² Jerry Mahoney's 1917-1918 draft registration card lists him as the manager of the O'Mahony Lunch Wagon Company. City directories give the incorporation date as 1917. His obituary states that the business was established in 1918. He used the spelling O'Mahony on his draft registration.

²³ Gutman, 54.

²⁴ Ibid, 57.

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O'Mahony Dining Car #1107, Oakley, Summit County, UT

By the early 1920s, the company was producing around 30 lunch wagons a year. The standard model was 10 feet wide and 26 feet long with five bays and a central door on the long side, and four windows in the narrow ends. From the beginning, the O'Mahony lunch cars had a counter running the length of the car. The company built only low-wheeled, semi-permanently installed lunch cars. About 1924, a larger, deluxe model was introduced, and in 1925, the company built a new factory at its final location in Elizabeth, New Jersey. The O'Mahony factory at 977 W. Grant Street in Elizabeth was parallel to the Jersey Central Railroad and lunch cars could easily be shipped all over the country.²⁵ Because of stiff competition, the O'Mahony Company was selling completely outfitted cars with not only all the necessary cooking appliances installed on the back wall, but the purchase included a cash register, menu boards, dishes, utensils, silverware, and pots and pans. A completely equipped standard O'Mahony model cost around \$7,000 in the 1920s.

The company introduced the first monitor-roof Monarch model in 1928, the company's busiest year when 184 cars were manufactured.²⁶ The Jerry O'Mahony Company built approximately 2,000 units between 1917 and the start of World War II and was the largest producer of lunch wagons and dining cars in the country.²⁷ By the 1930s, the company had earned a reputation to support its superlative slogan: "In Our Line, We Lead the World."

Due to the inherent frugality of the diner business, the lunch car manufacturing industry survived the Great Depression better than other industries. By the late 1930s, the Jerry O'Mahony Company had transformed its business practices and product. For example, the company offered installment payment plans for its customers. Along with most of the industry, the company began to consistently use the term "dining car" in its promotional materials, dropping the outmoded "lunch wagon" and "lunch car" verbiage.²⁸ Probably the most important transformation was in the exterior design of the dining cars: wood frames and bead-board panels were replaced by steel frames, stainless steel and porcelain enamel panels. The company began using elements of the Streamlined Moderne: curved corners and horizontal bands of stainless steel and porcelain panels about 1937 in a nine-bay monitor-roof-style model with seating for thirty-six.

Based on a comparison of extant diners, the custom-built Dining Car #1107 appears to be one of the earliest to have prominent alternating bands of stainless steel and bright colored porcelain panels (see Architectural Significance subsection below). The stainless steel dining car was the industry standard in the 1940s and 1950s. The 16 by 60 foot #1107 was also a precursor to the increasingly larger O'Mahony models, up to 16 by 80 feet in the 1940s. The company brochures assured potential customers that "you could earn \$5,000 to \$10,000 a year operating a modern Jerry O'Mahony dining car."²⁹ In addition to profitable, the company stressed the durability of its product:

²⁵ The company had five locations between its start in Bayonne, New Jersey and its final factory in Elizabeth, where Dining Car #1107 was produced. Some lunch cars were loaded onto barges after leaving the factory by rail (Gutman, 86). The site of the factory is currently occupied by a Home Depot store.

²⁶ Skee's Diner, Section 8, Page 3.

²⁷ By contrast, its closest competitor, the Worcester company, built 651. Gutman, 243.

²⁸ Ironically, while the company used "dining car" in brochures and newspaper advertisements in the late 1930s and early 1940s, the O'Mahony Company is still listed under the heading "lunch wagon builders" in the Elizabeth, New Jersey, city directories.

²⁹ Jerry O'Mahony Inc. brochure, circa 1943: 7.

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Jerry O'Mahony dining cars are permanent assets. Our thirty years experience in the styling of dining cars has given Jerry O'Mahony dining cars the permanence of appeal that assures operators an enduring, profit-making investment. Renovating or redecorating is seldom if ever necessary; resulting in extremely low up-keep cost and a minimum of depreciation. Many operators of Jerry O'Mahony dining cars, after receiving their original investment many times over, have turned in their diners on larger, newer dining cars after as long as twenty-five years of service. Jerry O'Mahony dining cars are styled to save.³⁰

During World War II, the O'Mahony Company suspended production of diners in order to manufacture truck bodies. The company produced approximately 200 dining cars after the war. The post-war dining cars were stainless steel with a boxier shape, flat roofs, and built in two sections for easier transport. In the late 1940s, Jerry Mahoney continued as president, but his children were helping to run the company, daughter Rita as secretary, and Jeremiah Jr. as treasurer. Jerry Mahoney sold the company for 1.2 million dollars and retired in 1950. The company continued producing dining cars until 1956, the year a reorganized Mahony Diners, Inc. produced only four dining cars before going out of business.³¹ Jeremiah Mahoney died on March 3, 1969. In its day, a Jerry O'Mahony dining car was considered the "Cadillac" of diners because of its all-steel frame construction, quality materials and craftsmanship.³²

History of the O'Mahony Dining Car #1107

The O'Mahony Dining Car #1107 was custom-built for the 1939 World's Fair in Flushing Meadow, Queens, New York. It was photographed while under construction in the factory, but there is very little information available on the location and operation of the dining car while at the fair. Dining Car #1107 was one of several models from different manufacturers parked near one of the entrances to the fair. It was probably operated by the O'Mahony Company since Al McDermott bought it from the manufacturer at the close of the fair.³³ Dining Car #1107 is one of two surviving diners believed to have been at the 1939 World's Fair.³⁴

Al McDermott of Fall River, Massachusetts, had been in the lunch car business since 1910. He was an aficionado who was known for constantly upgrading his inventory the latest models. According Richard Gutman, Al McDermott had "so many diners they can not all be accounted for."³⁵ It is believed he had five diner locations when he purchased the O'Mahony model in 1939. Al McDermott transported the dining car to Fall River, Massachusetts, where it began operating as McDermott's Diner. A historic photograph shows the signboard reading "Al Mac" in small letters, "McDermott's Diner" in large letters with McDermott's slogan,

³⁰ Ibid, 12.

³¹ Skee's Diner, Section 8, Page 3. Jeremiah Mahoney's obituary stated he retired in 1954.

³² Daniel Zilka, president of the American Diner Museum quoted in the Lincoln Highway Heritage Corridor website.

³³ Oral history account passed down from Al McDermott to the Tommy Borodemos family to Keith Walker, the current owner.

³⁴ The other is the White Mana Diner in Jersey City, New Jersey. The dining car was produced by the Paramount Diners. It was promoted as the "diner of the future" at the fair. Like the O'Mahony Dining Car #1107 it was sold after the fair, but not opened for business until 1946. It was listed as a local landmark by the Jersey City Historic Preservation Commission in 1997. Jersey City Past and Present Website.

³⁵ Gutman, 158.

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O'Mahony Dining Car #1107, Oakley, Summit County, UT

"Justly Famous" below.³⁶ After fourteen years of operations, Al McDermott decided to replace his O'Mahony dining car with a larger stainless steel model built by the DeRaffele Manufacturing Company of New Rochelle, New York. This 1953 DeRaffele dining car is still in operation today at the same site and is known as Al Mac's Diner.³⁷ Al McDermott sold his 1939 O'Mahony to Tommy Borodemos in 1953.

Thomas Borodemos (1894-1956) was born in Greece. He came to the United States in 1912 and served in World War I. He was married to Virginia K. Borodemos (1905-?), also a Greek immigrant. On the 1930 census, Tommy Borodemos is listed as a lobster fisherman. In 1936, Tommy Borodemos received a \$600 grant from a New Deal program with which he purchased a fifteen-stool Worcester lunch wagon.³⁸ The first Tommy's Diner had a seventeen-year history in two locations in downtown Newport, Rhode Island. In 1953, Tommy Borodemos took the opportunity to purchase the much larger O'Mahony Dining Car #1107 from Al McDermott. It was moved from Fall River to Middletown, Rhode Island. The O'Mahony dining car was "delivered late at night, all forty-two tons of wood and steel on its own wheels, with a police escort" to a location on Route 138 (Main Road).³⁹ The dining car opened as Tommy's Deluxe Diner.

The second generation of the family took over operation of the diner in the late 1950s: Tommy's son, Thomas Demos Borodemos; Tommy's daughters, Chris and Sophie; and sons-in-law, Danny Diomandes and Arthur Kronos.⁴⁰ The Borodemos family operated the diner twenty-four hours-a-day for many years. Due to construction in the area, Tommy's Deluxe Diner was moved once, one hundred yards south to 159 E. Main Road. One observer suggested that Tommy's Deluxe "was a mansion among diners" because of its proximity to the summer mansions of the rich in Newport, haven of mansions.⁴¹ The menu was known for its stuffed chicken, oyster stew, clam chowder, and specialties made from Portuguese sausage.

For fifty-three years, Tommy's Deluxe Diner was a success and even achieved national attention when it was featured on Charles Osgood's Sunday Morning television program on February 4 2001. In May 2006, primarily because of high maintenance costs and mounting competition from fast food chains, Tommy's Deluxe Diner closed its doors and the family sold the property to the Tim Horton Doughnut chain.⁴² The American Diner Museum facilitated moving the diner to storage and looking for a prospective owner. In 2007, Keith Walker purchased the O'Mahony dining car. Only one year after its closure, the dining car was mounted on a flatbed truck and, once again under police escort, travelled via back roads to Oakley, Utah. The owner spent over one million dollars to acquire, transport and rehabilitate the dining car. It opened for business in July 2008 as the

³⁶ McDermott used the slogan "Justly Famous Since 1910" and may have used "Justly Famous Since 1939" to describe the O'Mahony dining car. Some of his dining cars were simply known as Al Mac's Diner. Allen J. McDermott (1901-1984?) was the owner of the McDermott Lunch Company in the late 1930s. He was too young to have founded the company in 1910, but that may have been his father, Michael H. McDermott (1864-?), who was also a restaurateur.

³⁷ Al Mac's Diner (DeRaffele 1953) in Fall River, Massachusetts, was listed on the National Register on December 20, 1999. It is located at 135 President Avenue, which is presumed to be the original location of the O'Mahony; however, the Borodemos family information states the diner was moved from Davol Street.

³⁸ Tommy's Deluxe Diner, history presented on menu, circa 1996.

³⁹ Ibid.

⁴⁰ Demos is also known as Tommy Jr.

⁴¹ Donald Kaplan and Alan Bellnik, *Classic Diners of the Northeast, from Maine to New Jersey* (Boston: Faber and Faber, [1986], rev. ed. of 1980): 140.

⁴² There is a Tim Horton Doughnut shop on the former site of the diner.

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O'Mahony Dining Car #1107, Oakley, Summit County, UT

Road Island Diner. The name was chosen in homage to its long-time Rhode Island location, its cross-country road trip to Utah, and its present location on an "island" between two highways.

Architectural Significance

The O'Mahony Dining Car #1107 is nominated for the National Register of Historic Places under Criterion C for architectural significance only. Because the dining car is no longer associated with any of its former historic locations, the period of significance is limited to 1939, the year of manufacture. The historic name was chosen to represent the name of the dining car as first labeled by the manufacturer by the serial number #1107 (discovered underneath the counter during the 2007 rehabilitation). Because the Jerry O'Mahony Company was using the term "dining car" in 1939, that term was determined to be more appropriate than "diner," which is typically how lunch wagons and dining cars are designated on the National Register.

As a building type, historic dining cars are generally considered a rarity. It is estimated that approximately 6,000 were manufactured between the turn of the century and the early 1960s. In the 1997 reprint of his book *American Diner, Then and Now*, historian Richard Gutman identified approximately 1,200 diners in the United States and three other countries. These included mostly prefabricated diners, but also some homemade types.⁴³ Currently there are thirty-four diners listed on the National Register of Historic Places. Twenty-two of those were nominated in Massachusetts under the Multiple Property Submissions, *Diners of Massachusetts*.⁴⁴ Considering the impressive output of the Jerry O'Mahony Company over four decades in the business, the company is underrepresented by both extant diners and National Register listings. Only eighty-two diners were identified as O'Mahony models in the Gutman inventory. They ranged from early 1920s barrel roof lunch wagons to mid-1950s stainless steel box-style diners.

There are currently four O'Mahony dining cars listed on the National Register: two in Massachusetts, one in Connecticut, and one in Minnesota. Of the four, Mickey's Diner in St. Paul is the closest contemporary of #1107.⁴⁵ Mickey's Diner is believed to be built around 1937. Its serial number is #1067. It was shipped by rail to St. Paul sometime before its opening in 1939. The dining car is a well-preserved monitor-roof nine-bay 10 by 50 foot dining car. Mickey's Diner represents the standard O'Mahony Monarch model of the pre-World War II era and with an earliest use of Streamlined Moderne elements in the design.⁴⁶

The O'Mahony dining cars of this period have been described as the addition of "rounded corners and horizontal bands of stainless steel and porcelain enamel to what is essentially the old monitor roof dining car form."⁴⁷ The O'Mahony Dining Car #1107 represents the beginning of a transitional period in the design of O'Mahony dining cars from the mostly porcelain-clad dining cars of the pre-war era to the nearly all stainless

⁴³ Gutman identified operating diners. It is believed there are also many diners in storage or sitting vacant.

⁴⁴ There is also a MPS for diners in Virginia, but only two Virginia diners are on the National Register.

⁴⁵ Skee's Diner in Torrington, Connecticut is a 1920s model (NR 2002-09-06). Shawmut Diner in Bristol, Massachusetts is a 1953 model (NR 2003-11-28). Ted's Diner in Milford, Massachusetts, was also a 1920s model, recently demolished according to the Massachusetts SHPO (NR 2003-11-28).

⁴⁶ Mickey's Diner has been in St. Paul since 1939 and is remarkable as a rare Midwest location on its original site (NR 1938-02-04).

⁴⁷ *Diners of Massachusetts*, Section E, page 7.

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steel models of the post-war period. An examination of the extant O'Mahony dining cars built between 1935 and 1941 illustrates this shift. Gutman's inventory lists fourteen models from this period.⁴⁸ The Frazer Diner (Pennsylvania) was built in 1935. Although it has curved corners and end windows, the plain base could not be described as streamlined. Four later models have ribbons of stainless steel flanking the base and have elements of the streamlined style. They are very similar to Mickey's Diner. Ruthie & Moe's Diner (Ohio, closed) is a seven-bay dining car built in 1938.⁴⁹

The Summit Diner (New Jersey) built in 1938 has eleven bays, but is smaller than #1107. The Collin's Diner (Connecticut) and Lemoyne Diner (in storage) are both smaller nine-bay dining cars, built in 1939 and circa 1941 respectively. In most aspects these four dining cars are similar to #1107 (roof, windows, doors, etc.), but the main difference is in the base. All of the models built before #1107 feature a single wide porcelain panel with room for lettering. Collin's Diner is the only one of the four that does not have lettering with the name of the diner.⁵⁰ Collin's Diner is shorter at 40 feet but the same width (16 feet) as #1107. With a serial number of #1103, it was built just before #1107 and is probably the most comparable extant dining car, but it is more similar to the standard O'Mahony models built in the pre-war period, than Dining Car #1107.⁵¹

Dining Car #1107's atypical design is tied to its unique history as an exhibition model for the World's Fair. Because it was prepared for exhibit, the diner was one of the few O'Mahony dining cars not pre-sold to a specific owner. Since there was no need for lettering, the design of the base could be broken into alternating bands of steel and porcelain. This was a departure from the traditional design of the period, and makes it the company's first truly Streamlined Moderne stainless steel dining car. It is also one of the earliest in the industry, although other companies were also experimenting with stainless steel and the Streamlined Moderne at the same time.⁵²

Dining Car #1107 appears as the prototype for the company's design direction in the following decades. For example, the Kenmore Diner (built in 1940) also featured the narrow alternating bands of steel and porcelain.⁵³ The company had made a full transition to nearly all-stainless-steel dining cars in the late 1940s and early 1950s.⁵⁴ These cars were also much larger and had to be manufactured in two sections for transport, later to be assembled on site.

⁴⁸ Dining Car #1107 was included in this inventory as Tommy's Deluxe Diner. One has been demolished. Three have been substantially altered and no information could be located for four others.

⁴⁹ Ruthie & Moe's Diner is attached to a 1960s Kullman diner.

⁵⁰ Historic photographs of Collin's Diner show that the base was never lettered (www.collinsdiner.com).

⁵¹ A circa 1943 O'Mahony brochure is illustrated with photographs, all of models with the lettering on a wide porcelain panel.

⁵² Most of these were based in New Jersey or New York: Mountain View Diners, DeRaffele Diners, Silk City Diners, and Fodero Dining Car Company. One of the best examples of a later O'Mahony stainless steel dining car is the Mayfair Diner (1954, Pennsylvania).

⁵³ The seven-bay Kenmore Diner (circa 1940) was thought to be the earliest "steel-clad" diner in Massachusetts. (*Diners of Massachusetts*, Section E, Page 7). The Kenmore Diner has since been demolished (www.dinerocity.com).

⁵⁴ Another example of this transition is the Emerald Diner (Ohio, formerly Burt's Diner in Connecticut). The Emerald Diner was also built in 1939 by O'Mahony, but featured the older style rounded windows. In the 1950s, the O'Mahony Company remodeled the dining car by adding vertical ribbons of stainless steel on the base. It was not included in the Gutman survey because it was sitting in a cornfield in the early 1990s. It was moved to Ohio and rehabilitated in 1994.

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O'Mahony Dining Car #1107, Oakley, Summit County, UT

The O'Mahony Dining Car #1107 is one of the earliest extant examples of the "quintessential modern diner" as described by the *Diners of Massachusetts MPS*, presenting "an image of efficiency, cleanliness, and machine inspired modernity."⁵⁵ Dining Car #1107 is also notable for its high level of historic integrity. With relatively few exterior modifications and a mostly intact interior, the meticulous restoration has returned the dining car to nearly factory-mint condition.⁵⁶ As the World's Fair representative for the O'Mahony Company, the custom-built dining car is also exceptional for the high quality of workmanship and materials (for example, Italian marble was used instead of Formica for the countertop.) The number and quality of accoutrements built for #1107 was also much grander than the typical model of the period. Tommy Borodemos estimated that Dining Car #1107 was worth \$70,000, about three times the cost of a pre-war standard model.⁵⁷

Although Dining Car #1107 has not been in Massachusetts since 1953, and is now in Utah, it meets the registration requirements set forth in the *Diners of Massachusetts MPS*, which contains one of the most descriptive categorizations of diner property types.⁵⁸ With the exception of its age (#1107 predates the property type category of 1945 to 1960), the dining car has all the exterior characteristics of a Stainless Steel Diner as described by the MPS: factory-built and hauled to its site, stainless steel exterior generally with porcelain enamel metal accents that run horizontally, large windows of fixed plate glass with steel fin-like dividers between windows, a pair of steel and glass entries in a projecting vestibule, and a clock centered at the top of the vestibule. Many of the interior features also match the characteristics described in the MPS: cove ceilings, steel on the walls and back bar, generous use of tile, steel counter stools, etc. The registration requirements do not preclude replacement materials over time or the addition of a rear annex, but acknowledge the common need and occurrence of such alterations.

Criterion Consideration B

The *Diners of Massachusetts MPS* also developed standards for the use of Criteria Consideration B to evaluate diners, dining cars, and lunch wagons that have been moved from their original locations. The MPS states the following concerning the moveable building type:

Removal from one location and placement in another is inherent in the portable nature of diners of all property types. Most diners have an orientation, setting, and general roadside environment that are comparable to those of their historic location and compatible with their significance. . . . [diner] property types are significant primarily for architectural value . . . the historic association with the community in which they are placed, while important, is a secondary factor in their significance.⁵⁹

⁵⁵ *Diners of Massachusetts, MPS, Section F, Page 4.*

⁵⁶ Particularly with the restoration of the Tiffany-glass clerestory, which prior to the 2007 restoration had been covered since the 1940s.

⁵⁷ Tommy Borodemos, as told to Keith Walker.

⁵⁸ The authors of *Diners of Pennsylvania*, Brian Butko and Kevin Patrick, developed a simpler set of categories. The authors would classify #1107 as a Modern Stainless produced between 1935-1955.

⁵⁹ *Diner of Massachusetts, MPS, Section F, Page 5.*

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O'Mahony Dining Car #1107, Oakley, Summit County, UT

There are a number of National Register-listed diners that have been moved outside of the historic period. The list includes many that have moved from one state to state, and include diners that have been moved both before and after listing.⁶⁰ Furthermore, the MPS notes that “the typical location of *stainless steel diners*.... reflected a shift from downtown business district and manufacturing areas to roadside sites with parking lots, especially on heavily traveled highway routes. The stainless steel diner’s relationship with the road and the automobile is a key factor in its eligibility” [italics added].⁶¹ In its current location in Oakley, Utah, Dining Car #1107 is at the crossroads of the two major thoroughfares in town. Its orientation to the intersection is consistent with the ideal of the historic stainless steel diner as roadside architecture.

The O'Mahony Dining Car #1107's transformation into the working Road Island Diner in Oakley, Utah, is perfectly compatible with its historic use and the recent move may be considered a part of its original function. Historic diners were not unknown in the western United States, but examples were invariably homemade and built on-site. However, the Jerry O'Mahony Company shipped dining cars from New Jersey to Florida, Minnesota and Texas, and it is not outside the scope of probability that one could have been shipped to Utah, if the company had a client with the resources. The Road Island Diner is currently the only pre-World War II, prefabricated dining car west of the Mississippi.⁶² In addition, the dining car retains all the parts that relate to its mobility, for example the undercarriage tension rods and tow ring. The dining car, if necessary, can be moved again in the future.

⁶⁰ Some examples are (Skee's Diner (Connecticut, listed in 2002, moved in 2008); Sam's Diner [Victory] Diner (originally in Virginia, moved to North Carolina in 1996, listed in 1999); Poirier's Diner (Rhode Island, moved in 2002, listed in 2003); Greenville Diner (moved from New York to Michigan in 1992 to Ohio in 2002, listed in 2005); Modern Diner (first diner listed on the NRHP in 1978, moved in 1985); Munson Diner (New York, moved in 2005, listed in 2006).

⁶¹ Ibid.

⁶² The Moondance Diner in La Barge, Wyoming, is a 1930s diner that was relocated from New York City in 2007-2008. It is not a typical prefabricated dining car and has been altered since its original construction.

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O'Mahony Dining Car #1107, Oakley, Summit County, UT

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Road Island Diner, Car Number #1107, Elizabeth, New Jersey. Measured drawings produced by G. W. Pinnell & Company, 2007. Copies of originals in possession of author.

Salt Lake Tribune.

Walker, Keith. Interviews conducted by author, telephone, email and on site in Oakley, Utah.

Walker, Keith. Photograph collection and files.

Website: *collinsdiner.com*.

Website: *dinercity.com*.

Website: *dinerhunter.com*.

Website: *roadislanddiner.com*.

O'Mahony Dining Car #1107
Name of Property

Oakley, Summit County, Utah
City, County and State

10. Geographical Data

Acreage of Property 0.37 acre(s)

UTM References

(Place additional boundaries of the property on a continuation sheet.)

A 1/2 4/7/4/7/2/0 4/5/0/7/0/8/0
Zone Easting Northing

B /
Zone Easting Northing

C /
Zone Easting Northing

D /
Zone Easting Northing

Verbal Boundary Description

(Describe the boundaries of the property.)

See Section 10 for legal description.

Property Tax No. OT - 40 - A - X

Boundary Justification

(Explain why the boundaries were selected.)

The selected boundaries are the current boundaries of the property, which include the dining car, annex, parking lot and rear access.

See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Korral Broschinsky, Preservation Documentation Resource

organization _____ date June 19, 2009

street & number PO Box 58766 telephone 801-913-5645

city or town Salt Lake City state UT zip code 84158

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs: Representative **black and white photographs** of the property.

Additional items: (Check with the SHPO or FPO for any additional items)

Property Owner

name/title Keith & Linda Walker

street & number P.O. Box 569 telephone 435-671-2538

city or town Oakley state UT zip code 84055

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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O'Mahony Dining Car #1107, Oakley, Summit County, UT

Boundary Description

A PARCEL OF LAND LOCATED IN THE SOUTHWEST QUARTER OF S 20 T 1S R 6E, SALT LAKE BASE AND MERIDIAN, SUMMIT COUNTY, UTAH, DESCRIBED AS FOLLOWS:

BEG AT A PT ON THE E R/W LINE OF STATE RD 32 & THE S LINE OF PROPERTY DESC AS PARCEL 2 IN THAT CERTAIN WARRANTY DEED RECORDED OCTOBER 27, 2000 AS ENTRY #575668 BK1339-1008 OF THE SUMMIT COUNTY RECORDS SD PT BEING N 1101.51 FT ALONG THE W LINE OF SEC 20 T1SR6E SLBM & E 33.00 FT FROM THE SW COR OF SD SEC 20 & TH ALONG SD E R/W LINE N 126.92 FT TO THE S R/W LINE OF WEBER CANYON RD; TH ALONG SD S R/W LINE THE FOLLOWING TWO COURSES: S 89°46'00" E 110.89 FT TO A PT OF TANGENCY OF A 329.18 FT RAD CUR TO THE LEFT & E'LY 105.54 FT ALONG SD CUR THROUGH A CENTRAL ANGLE OF 18°22'10" & A LONG CHORD OF N 81°02'55" E 105.09 FT TO THE W LINE OF A PROPERTY DESC IN THAT CERTAIN WARRANTY DEED RECORDED NOVEMBER 13, 1996 AS ENTRY #466777 IN BK 1006-333 OF SD RECORDS; TH ALONG SD W LINE S 33.42 FT TO SD S LINE DESC IN BK 1339-1008; TH S 63°00'00" W 240.96 FT TO THE PT OF BEG.

National Register of Historic Places Continuation Sheet

Section No. PHOTOS Page 1

O'Mahony Dining Car #1107, Oakley, Summit County, UT

Common Label Information:

1. Name: O'Mahony Dining Car #1107
2. Address: 981 W. Weber Canyon Road, Oakley, Summit, County, Utah
3. Photographer: Keith Walker
4. Date: Spring 2009
5. Digital images on file at Utah SHPO.

Archival Photographs (Printed at the Utah SHPO using archival paper and ink)

Photo No. 1:

6. North elevation of dining car. Camera facing southeast.

Photo No. 2:

6. West elevation of dining car. Camera facing northeast.

Photo No. 3:

6. East elevation of dining car. Camera facing southwest.

Photo No. 4:

6. South elevation of annex. Camera facing northwest.

Supplemental Photographs

Photo No. 5:

6. View of site from crossroads. Camera facing southeast.

Photo No. 6:

6. Vestibule detail. Camera facing southeast.

Photo No. 7:

6. Interior of dining car. Camera facing northeast.

Photo No. 8:

6. Interior of dining car. Camera facing southwest.

National Register of Historic Places Continuation Sheet

Section No. PHOTOS Page 2

O'Mahony Dining Car #1107, Oakley, Summit County, UT

Photo No. 9:

6. Interior of dining car, back wall detail. Camera facing southeast.

Photo No. 10:

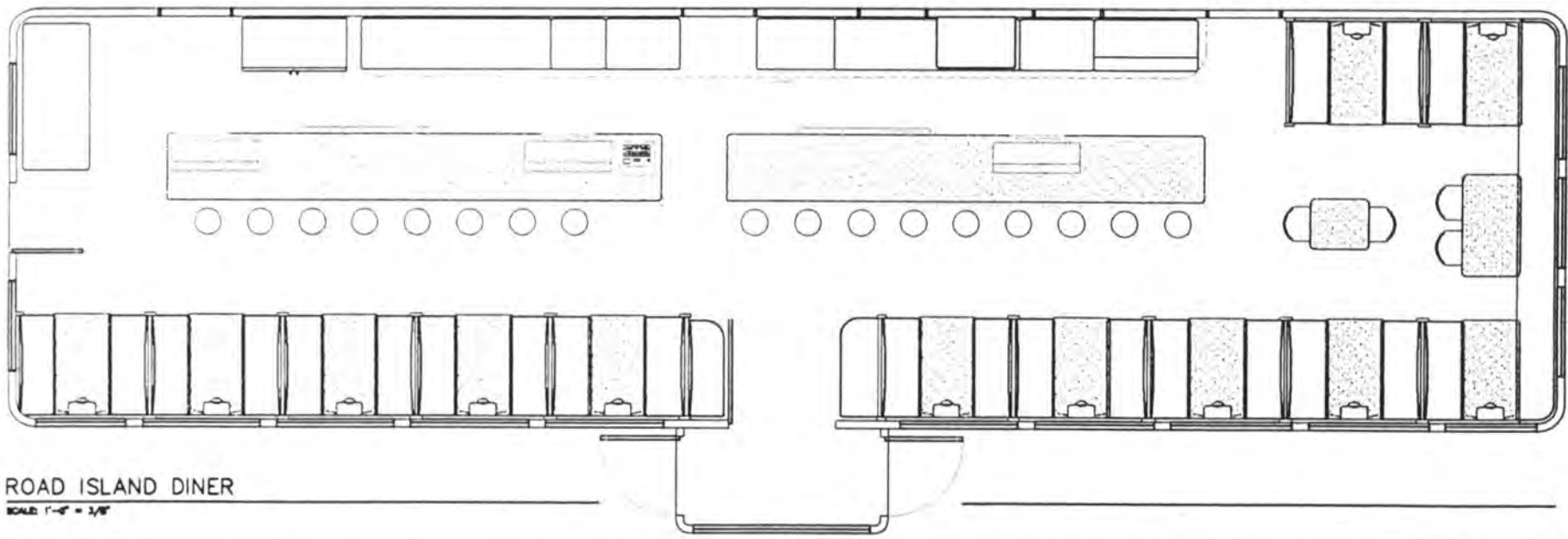
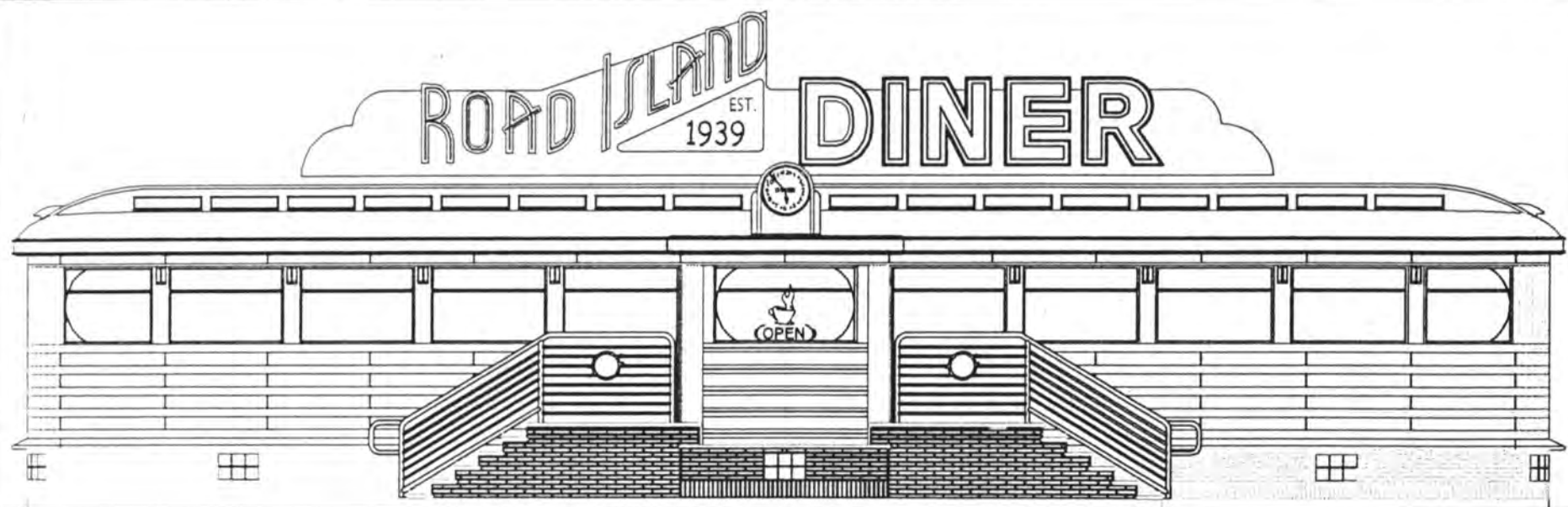
6. Interior of annex, lower level, banquet room. Camera facing southwest.

Photo No. 11:

6. North elevation of dining car (color). Camera facing south.

Photo No. 12:

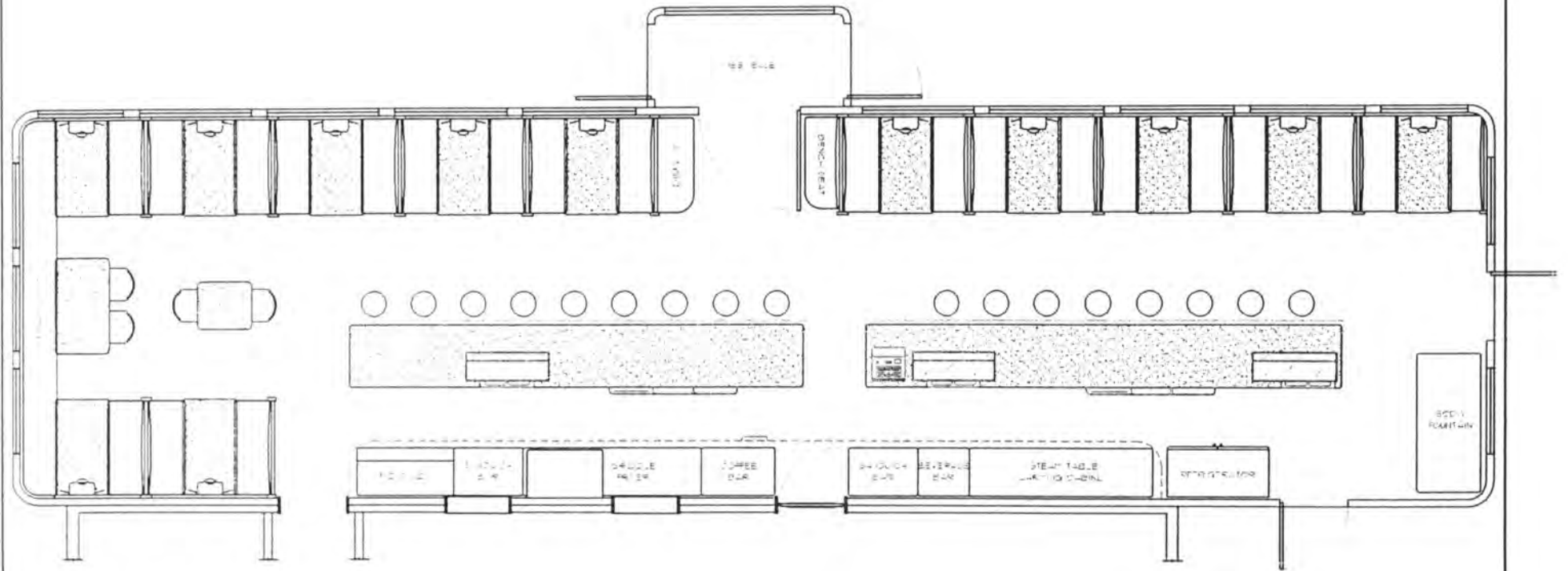
6. Interior of dining car, left counter (color). Camera facing northeast.



ROAD ISLAND DINER
SCALE: 1" = 3/8"

ROAD ISLAND DINER
CAR NUMBER 1107
ELIZABETH, NEW JERSEY

DESIGNED BY
JAMES H. HARRIS
ARCHITECT
NEW YORK, N.Y.



ROAD ISLAND DINER
 CAR NUMBER 1107
 ELIZABETH, NEW JERSEY

DESIGNED IN 1939 BY:
 JERRY O'MAHONY & COMPANY
 DRAWN IN 2009 BY:
 G. W. FINNELL & COMPANY

A-1

↑
TO
PEOA

981 WEBER CANYON RD.
(30) PARKING STALLS
INCLUDING (2) HANDICAP
6' WIDE X 18' LONG

(2)

UDOT
SK 32

WEBER CANYON RD
135'

* 25' *

INGRESS
EGRESS

PARKING
LOT

168'

DINER CAR

HILL
SLOPE

236'

DECK

BACK
BUILDING

LOW
LEAVES
4737

APPROX
25'

OAKLEY ROAD ISLAND DINER
PLOT PLAN

CONTACT: KEITH WALKER 435-783-5840 / FAX 435-783-5841

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY O'Mahony Dining Car No. 1107
NAME:

MULTIPLE
NAME:

STATE & COUNTY: UTAH, Summit

DATE RECEIVED: 7/10/09 DATE OF PENDING LIST: 7/27/09
DATE OF 16TH DAY: 8/11/09 DATE OF 45TH DAY: 8/23/09
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 09000639

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

 ACCEPT RETURN REJECT DATE

ABSTRACT/SUMMARY COMMENTS:

The O'Mahoney Dining Car No. 1107 is significant under National Register Criterion C in the area of Architecture. Built in 1939, for use at the New York World's Fair, the diner is an extremely well preserved example of Streamlined Moderne dining car design. Constructed by the Jerry O'Mahoney Company, one of the period's most prolific dining car manufacturers, the diner represented an early transitional model of the Streamlined designs that marked the period just prior to World War II. Despite its rather unique relocation from the East Coast to Utah in 2006, the dining car still strongly conveys the important architectural characteristics of mid-twentieth century diner design. In addition, the dining car retains a strong historically compatible, relationship to the road and local automobile traffic. Similar to many period diners, the No. 1107 dining car had been previously relocated several times. Its initial use at the World's Fair as a showcase operation rather than as a neighborhood restaurant can be seen as evocative of dining car's perceived importance during the historic period as an architectural model rather than merely another commercial enterprise, at least initially.

RECOM./CRITERIA Accept Criterion C

REVIEWER Paul R. Lusignea DISCIPLINE Historian

TELEPHONE _____ DATE 8/21/09

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

ROAD ISLAND
EST.
1939
DINER

EAT



Photo 1 O'mahoney Dining Car #1107
Oakley, Summit Co., UT



Deseret News

Deseret News

Photo 2 O'Mahony Dining Car # 1107
Oakley, Summit Co., UT



Photo # 3 O'mahony Dining Car # 1107
Oakley, Summit Co, UT



Photo 4 O'mahony Dining Car #1107
Oakley, Summit Co, UT



O'MAHONY DINING CAR # 1107
OAKLEY, SUMMIT CO., UT

PHOTO 5

EST.
1930



D



BURGER & SANDWICH

1	2	3	4	5	6	7	8	9	10	11	12
13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	32	33	34	35	36
37	38	39	40	41	42	43	44	45	46	47	48
49	50	51	52	53	54	55	56	57	58	59	60

Sorry we're
CLOSED



PHOTO 6

O'MAHONY DINING CAR #1107

OAKLEY, SUMMIT CO., UT



O'MAHONY DINING CAR # 1107 PHOTO 7
OAKLEY, SUMMIT CO., UT



O'MAHONY DINING CAR # 1107 PHOTO 8
OAKLEY, SUMMIT CO., UT



WARNING
DRIVING UNDER THE INFLUENCE
OF ALCOHOL OR DRUGS IS A
CRIME - 2008 PAID BY
[unreadable]

ROADSIDE
DINER

ROADSIDE
DINER

ROADSIDE
DINER

O'MAHONY DINING CAR #1107 PHOTO 9
OAKLEY, SUMMIT CO., UT



O'MAHONY DINING CAR #1107 PHOTO 10
OAKLEY, SUMMIT CO., UT

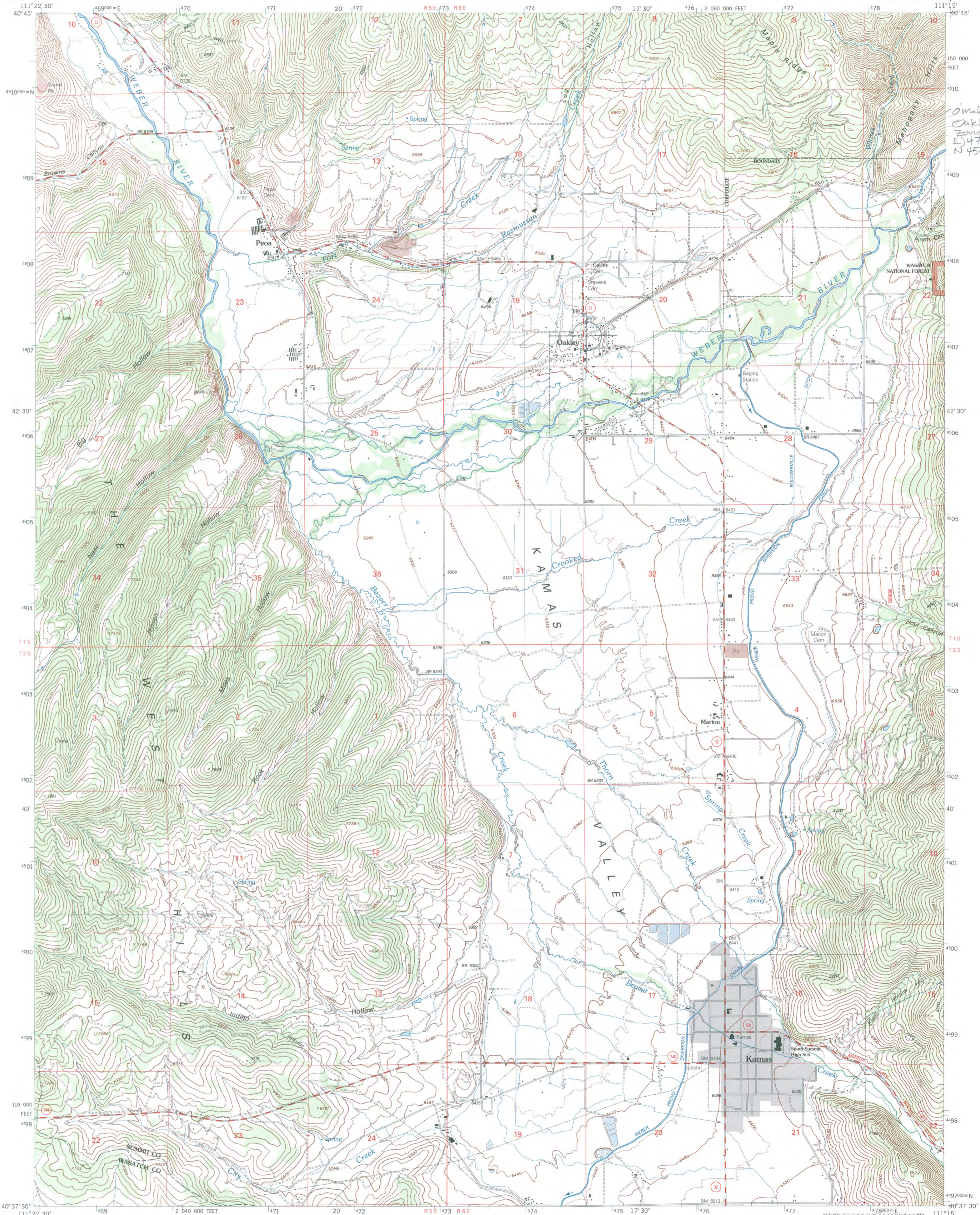


Road Island Diner
EST. 1939

Photo 11 O'Mahony Dining car #1107
Oakley, Summit Co., UT

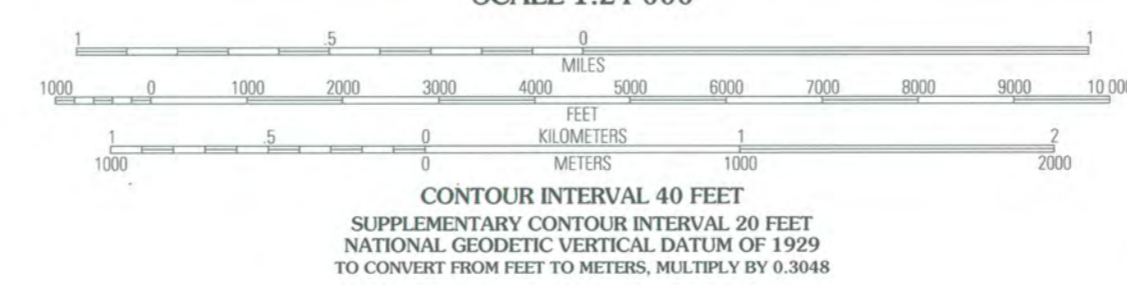
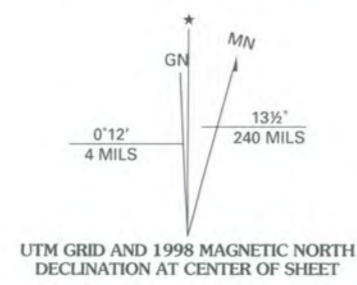


Photo 12 O'mahony Dining Car #1107
Oakley, Summit Co., UT



Mahoney Dining Co #1107
Oakley, Summit Co, UT
Zone 12
E 474720
N 4507030

Produced by the United States Geological Survey 1967
Revision by USDA Forest Service 1998
Topography compiled 1963. Planimetry derived from imagery taken 1997 and other sources. Public Land Survey System and survey control current as of 1998.
North American Datum of 1927 (NAD 27). Projection and 10 000-foot ticks: Utah coordinate system, north zone (Lambert conformal conic). Blue 1000-meter Universal Transverse Mercator ticks, zone 12.
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software.
Non-National Forest System lands within the National Forest Inholdings may exist in other National or State reservations.
This map is not a legal land line or ownership document. Public lands are subject to change and leasing, and may have access restrictions; check with local offices. Obtain permission before entering private lands.



HIGHWAYS AND ROADS

Interstate	1-4	Primary highway	1-4
U. S.	5-9	Secondary highway	5-9
State	10-14	Light-duty road	10-14
County	15-19	Composition: Unspecified	15-19
National Forest, suitable for passenger cars	20-24	Paved	20-24
National Forest, suitable for high clearance vehicles	25-29	Gravel	25-29
National Forest Trail	30-34	Dirt	30-34
		Unimproved; 4 wheel drive	35-39
		Trail	40-44
		Gate; Barrier	45-49

ADJOINING 7.5 QUADRANGLES

1	2	3	1 Waship
			2 Crandall Canyon
4	5	6	3 Hidden Lake
			4 Park City East
			5 Hoyt Peak
			6 Heber City
6	7	8	7 Francis
			8 Woodland

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

KAMAS, UT
1998
NIMA 3765 III NE-SERIES V897





State of Utah

JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

Department of Community and Culture

PALMER DePAULIS
Executive Director

State History

PHILIP E. NOTARIANNI
Division Director

TO: Dr. Janet Matthews, Keeper,
National Register of Historic Places

FROM: Cory Jensen, National Register Coordinator
Utah State Historic Preservation Office

SUBJECT: National Register Nomination

The following materials are submitted on this 7th day of July, 2009,
for the nomination of the O'Mahoney Dining Car #1107
to the National Register of Historic Places:

- 1 Original National Register of Historic Places nomination form
- Multiple Property Nomination form
- 4 Photograph(s) (archival)
- 8 Photograph(s) (supplemental)
- 1 Gold Archival CD-R w/Image Files & Nomination PDF
- 1 Original USGS Map
- 3 Sketch map(s)/figure(s)
- Pieces of Correspondence
- Other _____

COMMENTS: Please review

For questions please contact Cory Jensen at 801/533-3559, or coryjensen@utah.gov



UTAH STATE HISTORICAL SOCIETY
ANTIQUITIES
HISTORIC PRESERVATION
RESEARCH CENTER & COLLECTIONS



State of Utah

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Governor

GARY R. HERBERT
Lieutenant Governor

Department of Community and Culture

PALMER DePAULIS
Executive Director

State History

PHILIP F. NOTARIANNI
Division Director



July 7, 2009

DR. JANET MATTHEWS
KEEPER
NATIONAL REGISTER OF HISTORIC PLACES
1201 EYE STREET, NW, 8th FLOOR (MS 2280)
WASHINGTON, D.C. 20005

Dear Dr. Matthews:

Enclosed please find the registration form and documentation for the following National Register nominations that have been approved by the State Historic Preservation Review Board and the Utah State Historic Preservation Officer for nomination to the National Register of Historic Places:

O'Mahoney Dining Car #1107

Oakley, Summit Co.

Thank you for your assistance with this nomination. Please contact me at 801/533-3559, or at coryjensen@utah.gov if you have any questions.

Sincerely,

J. Cory Jensen
Architectural Historian
National Register Coordinator
Office of Historic Preservation

Enclosures



UTAH STATE HISTORICAL SOCIETY
ANTIQUITIES
HISTORIC PRESERVATION
RESEARCH CENTER & COLLECTIONS