

VLR - 6/17/92 NRHP - 10/29/92

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name 29 Diner
other names/site number DHR file no. 151-39; Tastee 29 Diner

2. Location

street & number 10536 Lee Highway not for publication N/A
city, town Fairfax vicinity N/A
state Virginia code VA county Fairfax code 600 zip code 22030
(independent city)

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>0</u>	<u>0</u> structures
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> objects
		<u>2</u>	<u>0</u> Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

John C. Miller 9/4/92
Signature of certifying official Date
Director, Virginia Department of Historic Resources
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this 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

6. Function or Use

Historic Functions (enter categories from instructions)

Commerce/trade: Restaurant

Current Functions (enter categories from instructions)

Commerce/trade: Restaurant

7. Description

Architectural Classification

(enter categories from instructions)

Moderne

Materials (enter categories from instructions)

foundation brick, concrete

walls steel, glass

wood, iron

roof metal: tin

other

Describe present and historic physical appearance.

see attached sheets

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)
architecture

Period of Significance

Significant Dates

1947

1947

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Mountain View Diner Company

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

see attached sheets

9. Major Bibliographical References

see attached 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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property approx. one acre

UTM References

A

1	8
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2	9	9	1	8	0
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4	3	0	1	2	7	1
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 Zone Easting Northing

C

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B

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 Zone Easting Northing

D

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See continuation sheet

Verbal Boundary Description

The boundary of the nominated area, the parking area surrounding the diner, is shown as an irregular line inscribed in city lots 14 and 15 on the accompanying copy of a City of Fairfax tax parcel map.

See continuation sheet

Boundary Justification

The boundary includes the parcel that has historically been associated with the property since 1941.

See continuation sheet

11. Form Prepared By

name/title Marc Christian Wagner, Architectural Historian
 organization Preservation Associates of Virginia date 17 February 1992
 street & number 406 Harris Road telephone 804-977-4714
 city or town Charlottesville state VA zip code 22903

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City of FairfaxSection number 7 Page 1**Summary Description**

The Tastee 29 Diner is a uniquely American form of roadside architecture. This, essentially two-cell, one-story, streamline Moderne building is located at 10536 Lee Highway (U.S. Routes 29/50) near the intersection of Chain Bridge Road in the City of Fairfax. The Tastee 29 Diner is architecturally significant as one of very few diners left in the United States exhibiting exceptional streamline Moderne design and construction characteristics. This particular model would have appeared unique in its day and especially unusual in the then rural back drop of the Virginia countryside. Through the 1940s and 1950s, the Mountain View Diner Company custom fit its diners to the level demanded by customers: they manufactured high-quality diners that were "built to last a lifetime." The Tastee 29 Diner is now surrounded by intense commercial development.

Architectural Analysis**Introduction**

The Tastee 29 Diner is an in-factory-constructed medium-size restaurant built by the Mountain View Diner Company of Singac, New Jersey. It was trucked to its present site and arrived on July 20, 1947. This unusually intact diner typifies the American modern architectural genre of streamline design. As a fine example of this genre, the Tastee 29 Diner has all of the architectural detailing that would have been included in a high-style streamline building. Virtually machine-like, this diner was conceived as an efficient and clean modern restaurant, with visible, engineered efficiency to serve good meals quickly. The shining steel and tile conveyed the image cleanliness. The beauty of machine precision is expressed in the sleek rounded glass brick corners, the green and red neon tubes, blue porcelain enamel, formica, and the interior's brightly colored ceramic tile. Perhaps the most significant expression of streamlining on the Tastee 29 are the mobile-appearing stainless steel prows--an obvious reference to modern railroad car, nautical, or aeronautical design. While this style was inspired by architects and industrial designers such as Edward Durrell Stone and Norman Bel Geddes, the Tastee 29 Diner was a product of the translation of this high style by non-architects: by

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the craftsmen/entrepreneurs such as Les Daniel and Henry Stryz who founded the Mountain View Diner company in 1939.²

Foundation

The Tastee 29 Diner is comprised of a prefabricated section containing a restaurant and grill area measuring forty by sixteen feet, and a built-on-site shed rear addition housing the kitchen, an office and a storage area measuring forty by eighteen feet. Both cells have their own full basements with poured concrete floors. The rear kitchen is constructed in a utilitarian fashion with cinderblocks that make up the entire wall from basement to roof. The restaurant section rests on a below-ground cinderblock basement topped by brick where the foundation is visible above the surface.

The sub-floor material in the restaurant and rear kitchen is wood. The factory-built section is supported immediately underneath the sub-floor by closely spaced small I-beams that run crosswise. Each beam is marked "BETHLEHEM STEEL." This support system was most likely constructed in the factory. The major load-bearing support, constructed on site, is comprised of a cradle of four large I-beams resting on four vertical steel piers. These large beams bear the trademark "PHOENIX USA." Two I-beams run lengthwise, making contact with and supporting the small I-beams. The weight is further distributed on two crosswise I-beams that are welded into vertical steel piers. In plan the cradle resembles an elongated pound sign with piers bracing the beam crossover points. The lengthwise beams are tied into and are visible on the exterior brick foundation at both the east and west ends.

The basement below the restaurant section has a below-grade entry on the east side of the building that is flanked by a casement window. The window has been sealed from the inside by masonry-fast cinderblocks. Access to the door is gained by descending poured concrete stairs.

Prefabricated Restaurant/Framing

One of the reasons the Tastee 29 Diner has fared well against the test of time is due to the high standard of craftsmanship that was

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maintained by the Mountain View Diner Company. In the 1920s the famous P. J. Tierney Sons Company of New Rochelle, New York, could boast "Diner-a-Day" construction.³ A factory geared up for this level of mass production was producing smaller and simpler diners more akin to the old wooden lunch wagon design. By the 1940s the sophistication of the interior frame that was required to support the complex details of fancier streamline models demanded more care and crafting, and the decorative details required more time. In 1941, Mountain View was reconditioning several diners and producing probably less than twenty diners a year. In an article that appeared in The Diner magazine in 1941, which showcased the Mountain View Diner Company, photographs reveal the sturdy framing techniques. Essentially a diner similar to the Tastee 29 consists of a heavy steel-frame bottom plate which supports a steel-frame roof plate by means of I-beam joists. Completing this bolted and riveted rigid frame were steel roof rafters and sub-floor joists. All steel material was treated to guard against rust and corrosion. The inner wall material was wood sheathing bolted in diagonal lengths to the frame. According to the manufacturer, "Only first grade lumber is used in order to prevent excessive shrinking and warping."⁴ This frame and sheathing was covered over by the stainless steel, using a method of slip-on construction, and stainless steel strips, friction fitted, were used to cover any exposed nails or rivets.

Prefabricated Restaurant: Exterior

The prefabricated restaurant section of the Tastee 29 Diner was completely constructed at the Mountain View Diner Company shop site at Singac in northern New Jersey. All exterior and interior features, including the back bar kitchen equipment, were installed before shipment of the structure to the present site. Shipment of this particular model was accomplished by truck and trailer. This Mountain View Diner postdates split construction, a method developed by Paramount Diners in 1941, that permitted diners to be built in two parts, shipped separately, and attached together on-site. The Tastee 29 Diner, a single unit, was not designed to be self-sufficient. It had to be complemented by a rear addition for supplemental kitchen facilities and storage. As is the case with the Tastee 29 Diner, the built-on-site structure looks utilitarian

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when compared to the elaborate design of the factory-constructed restaurant section.

The diner has an aluminum monitor roof on the front that is painted dark green, and a standing-seam aluminum shed-style roof over the addition. The rounded monitor roof relates to roof designs of railcars and trolleys, but this particular version is simplified, as it is without clerestory windows or vents. This literal allusion to the trolley roof shape on diners began to disappear during the late 1940s. A stainless steel band functions as a cornice, with red and green neon tubes highlighting the transition area between the monitor roof and the extended blue and white aluminum awnings. These permanent awnings were not original to this model and were probably added in the early 1950s.

The diner's exterior walls are varied in texture, pattern, and material, but they maintain a color scheme of blue, white, and silver steel. The facade is organized in a symmetrical pattern with the restaurant entry as the central motif. The door is flanked by double window units that have a fixed pane of clear glass with translucent textured glass transoms above. Both side elevations have one double-window unit. Each window unit is emphasized beneath by a unique panel with cobalt blue porcelain enamel tubes that alternate with flat, highly-polished, stainless steel vertical strips. These decorative wall panels are one piece, but they create an impression of vertical divisions, a feature that successfully strikes a balance with the horizontal articulation of the large window units. The front corners of the diner are dramatically accented by curved glass brick walls (15 bricks wide by 10 bricks high) atop molded polished stainless steel prows. The main entry is embellished by glass brick sidelights (4 bricks wide by 10 bricks high) set into ornamental stainless steel panels, and the blue heavy sheet metal door has a lozenge-shaped window with a stylized horizontal bar handle. Small black lanterns that evoke ocean liner deck lights flank the entry.

The Tastee 29 Diner appears to capture a near immobilization of mobility.⁵ This beautifully streamlined image would have spoken of modern epicurean cleanliness and convenience to those passing in their Chrysler Air Flows and Lincoln Zephyrs. The unusual prows seem to distribute reflected light from any angle of observation: this diner was hard to miss in the bright Virginia summer sun and

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by the time the sheen had caught the passing motorist's eye, they would have seen the words "air conditioning" on the large sign--a plus for the hot and hungry traveler. While the addition of the awnings diminish the effect of the glass block expanse at the corners, the awnings give a Prairie School flavor to the diner by extending from the slope of the monitor roof's corner, creating the illusion of a wide low-pitched roof, and resulting in an architectural gesture that emphasizes the horizontality and successfully echoes the reach of the prows. Additionally, the lifted awning over the entry showcases the stylized door and its glass brick sidelights.

Prefabricated Restaurant:Interior

The streamline styling continues throughout the interior of the Tastee 29 Diner's prefabricated section. Here the patterns and materials become more elaborate while still maintaining the predominate color scheme of blue, white, and silver. In addition to the manually-formed stainless steel, the interior includes white marble-pattern formica ceiling and cobalt blue vault end panels, held in place by stainless steel strips; a light grey with black vein marble used on the main counter and booth tables; high sheen white and blue ceramic tiles; black, white, and dark green terrazzo floors; and blue naugahyde booths. The Diner interior is replete with materials that were state-of-the-art when it was constructed.

Built for convenience and efficiency, the interior is intimate in size and scale. There are six booths along the outside wall and twenty-four stools surrounding the counter. The primary color scheme found in the wall tiles, formica ceiling panels and naugahyde booths is a light blue. Virtually all features of the restaurant area are symmetrical, with only the cashier's podium, placed to one side of the door, breaking the pattern. The vault of the formica-paneled ceiling seems fuselage-like. Its arc is interrupted by the panel area over the back bar grill and either end of the room the ceiling is lowered to accommodate air conditioning duct work. In the center of the vault runs a wide decorative steel panel with mountings for florescent lamps. At either end of this steel spine are original dark brown heating units with cool air vents to either side.

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The most prominent material across the back bar area is the hand-formed stainless steel paneling and trim. At either end of the counter there are dull steel plate doors; the rest rooms are found behind the door on the eastern end, while the other door is permanently shut. Easy-to-clean and highly decorative, most of the back bar is sheathed in buffed steel panels that display radiating patterns and appear to compete in brilliance with the beaming formica and glass brick. Complementing this lustrous display is the old stainless steel refrigerator at the west end of the grill, as well as the steel splash panel behind the grill and deep fryer. An unusual faceted stainless steel tube runs the length of the menu panel, above the back bar, and is terminated by caps that bear machine-etched rings. Smaller versions of this tube ornament are found at either end where the ceiling level changes.

The two side walls and the front wall, are finished in ceramic tile. Two rows of blue tile set against white circle the dining area, while tile under the counter has one band of blue. The marble for the counter and the tables is matched, as is the blue naugahyde on the stool tops and booths. The blue naugahyde replaced black leather that may have been original, and was still intact in 1982.⁶ The stools have stainless steel sides that are circumscribed by machined lines and are attached to faceted black metal posts.

Other interior highlights include the cashier's counter with a glass display case, formica surfaces and a stainless steel panel base with a formed radiating pattern; vertical stainless steel door surrounds at the entrance that resemble fluted pilasters; flat stainless steel strips in material transition areas and over seams; modern individual table juke boxes connected to a large floor console located at the east end; a modern cigarette machine near the entrance; and two stainless steel frame menu boards posted above the back bar.

The Tastee 29 Diner's architectural interior is enhanced by the very unique curved glass brick corners. At either end, the booths conform to the shape of the glass. Sitting in this space between two vertically mounted florescent lights with the light playing off the blue formica is a blinding delight that can only be had in this Machine Age space.

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Rear Kitchen Area

The rectangular rear addition is functional in design and materials. A passageway at the center of the back bar, where the counter separates, is the main circulation connection between the restaurant and rear kitchen. There is an office and medium size storage room on the west side, general kitchen area in the center, and basement staircase, small closet and rest rooms on the east side (the latter are only accessed from the restaurant area). The walls are cinderblock with plaster on the interior, and the wooden doors are of a simple four-panel design, and were probably taken from an early-20th-century building. There are five, six-pane casement windows, two small basement windows, and a two-pane fixed window (lights the rest room access area). There is one rear entrance at the southeast corner, it leads into the basement circulation corridor.

The kitchen equipment has been replaced as it has become worn out, but some equipment in this rear area may be original. A walk-in, eight-by-six-foot ice box dates to at least the mid-1950s and is in good condition. A four-foot-long floor ice chest may also be from the same period. The most interesting feature in the rear is the original Chrysler Air Temp air conditioner in the manager's office on which the winged logo reveals its vintage.

Complementing this 1940s Diner is a red steel and neon sign announcing "29 Tastee Diner/Air Conditioned" to the passing motorist. The sign, which dates to the period of the diner's construction, forms an important ensemble with the diner. The sign consists of two separate panels, both lit by red neon tubes outlining all letters and numbers. The larger upper panel has rounded lines that are in harmony with the diner's streamlined character and reads: "29 TASTEE DINER." The lower sign is a strip that simply announces: "AIR CONDITIONING." The large metal object stands approximately twenty five feet high and is presently painted red. Until the mid-1970s the sign read "29 DINER." When the business name was changed in 1973, the sign was altered to include "TASTEE."

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Endnotes

1. Elvira Glascock Interview.
2. "See for yourself at.... Mountain View," The Diner August, 1941. P. 14.
3. Richard J. S. Gutman, American Diner, p. 18.
4. "See for yourself at....Mountain View," The Diner, p. 15.
5. Richard J. S. Gutman, Built in the U.S.A., p. 58.
6. Richard Raber, Washington Post, May 19, 1982, Va. section 1.

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Statement of Significance

The Tastee 29 Diner is a rare survivor among the once-numerous streamlined Moderne diners that operated in the United States. While it is rare to find one of these 1940s diners still standing, it is even more unusual to find one still in operation. The high quality of this Mountain View diner has withstood the test of time in a hostile environment. (The Mountain View Diner Company of Singac, New Jersey was in business between 1939 and 1957). When this diner was moved to its site in 20 July 1947,¹ the County of Fairfax was predominately rural and Route 29 was the major highway leading from the Washington, D.C., area and points north into the northern Virginia countryside. The Tastee 29 Diner is a rare fragment of early- and mid-twentieth-century roadside architecture that once stood along this busy roadway. Because of its rarity in the region and its exceptional example of the diner type, it has achieved National Register level significance within the past fifty years. A unique Mountain View diner with high architectural integrity, the Tastee 29 Diner is undoubtedly a member of a notable class of American buildings.

Historical Background

Introduction

From the mid-1930s through the 1950s the diner was the ubiquitous roadside eatery, offering warm comfort and relatively quickly prepared home cooking. During the heyday of diners, it was possible to establish a successful business with a modest investment and a great deal of hard work. This architectural form developed in step with the popularization of the automobile during the Great Depression and World War II period. The diner was born amidst the urban environs of the northeast during the late nineteenth century, but by the late 1920s diners were being located farther south and west. Like many other diners, the Tastee 29 catered to travelers on a traditionally well-worn route. The tavern or inn would have been the earlier commercial restaurant entity, developing throughout the eighteenth century and lasting well into the twentieth as a viable form of business. The smaller restaurants and diners appearing beside these older establishments

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could compete as the demand for quick meal convenience was required by a car-mobile society. Unfortunately, the growth of the fast-food industry, during the second half of this century, has outdone the diner by refining convenience and swift service to a corporate science. The Tastee 29 Diner, because of its dedicated and growing clientele, including some who have defected from the fast-food eateries, has managed to survive and is the last operating diner in Fairfax City.

A Brief History of the American Diner

The diner is a purely American form of building. The first diner was the Pioneer Lunch wagon, operated by Walter Scott, of Providence, Rhode Island, in 1872.² By 1884 lunch wagons had developed from walk-up eateries to indoor stool-at-counter service restaurants. During the second decade of the twentieth century, the lunch wagon became less of a mobile restaurant, and the introduction of elaborate materials and decorative features became part of the customized package for purchase. During the 1920s the lunch wagon was more often called a diner because of its similarity to railroad dining cars.³ It was during this period that the diner began to take on its classic form: a stationary restaurant that included the luxury of booths (initially an idea to attract more families and female patrons).⁴ Essentially, by the 1930s, the business of constructing and operating diners had become a fine-tuned system as had the manufacture of the automobile.

With the popularization of industrial design, the diner evolved from a humble wooden wagon to the streamlined Moderne design of the 1940s. The streamline strain of American modern architecture was derived through several sources. Coming originally from high-style architectural movements such as European Art Deco and the early International Style, American architects and industrial designers translated these styles into uniquely American forms that evoked static movement through the use of shaping and modern materials such as highly polished stainless steel.⁵ The streamline designing proliferated: for example, the shimmering stainless steel curvilinear shape of a classic like the DC-3 airplane was alluded to by vacuum cleaners and irons. Beginning in the 1930s, the Machine-Age restaurant was manifested in the diner. It was the common man's restaurant of the future.

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The design references to actual railroad dining cars became popular at this period. This has led to the erroneous assumption that Diners were an offshoot of the railroad and trolley car industry.⁶ Retired railcars and trolleys were often converted into diner-style eateries during the 1910s and the 1920s, and they successfully influenced the roof lines of diners through the 1940s.⁷ The Tastee 29 shows this influence in its simple monitor-style roof.

The Mountain View Diner Company

The great lunch wagon and diner companies were all centered in the northeast. The fathers of diner manufacturing in the early twentieth century were shrewd entrepreneurs such as T. H. Buckley, who founded his company in Worcester, Massachusetts; Jerry O'Mahony, who operated out of Bayonne, New Jersey; and the "Diner-a-Day Tierneys," with their factory in New Rochelle, New York.⁸ By 1948, 13 manufacturers were producing 250 diners annually at an average price of \$36,000.⁹ The Mountain View Diner Company, builder of the Tastee 29 Diner, was formed by the partnership of Les Daniel and Henry Strys in 1939.¹⁰ Located outside of Mountain View, New Jersey, they remained in business until 1957.¹¹ They employed streamline styling from the start and their craftsmanship quality was high. The Tastee 29 substantiates their slogan: "A Mountain View Diner will last a lifetime." In an August 1941 article in The Diner magazine, the Mountain View Company claimed to have only three of their "brand new" diners on site.¹² Diners dating from before WWII were often styled with late Art Deco detail. Production of diners came to a virtual halt during the war and afterwards there was a stylistic change which reflected the streamlined motifs that had been developing just before and during the war. The Tastee 29 Diner shows streamlining in its curvilinear glass brick and stainless steel prows.

The Tastee 29 Diner

While Diners were numerous in the northeast in the first quarter of this century, by the mid-1930s they were found along most major trucking routes, and in and around many of the larger east coast cities. Route 29 in the northern Virginia area had an impressive number of diners. In Fairfax County, by the early 1940s there were at least twenty businesses that used the word "diner" in their

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name.¹³ The 29 Diner was just one of many of this period that served a busy thoroughfare.

Born in 1909, Delmas T. ("Bill") Glascock came from humble beginnings in Loudoun County. Popular local legend has it that he left home with only eighteen cents in his pocket and the clothing on his back. With hard work and clever investment, and a Horatio Alger work ethic, he achieved the American dream. On 12 August 1941 he bought an acre lot on Lee Highway from William Hobart Beistel.¹⁴ Included on the lot was a popular restaurant business called the Blue Boar Inn. The Inn building, circa 1925, still stands about fifty yards east of the Tastee 29 Diner, and is now vacant. Beistel owned the Blue Boar, where at one point Glascock installed and operated slot machines.¹⁵ After purchasing the property, Glascock decided to construct the 29 Diner next to the older well-established restaurant, knowing full well that this was a highly visible site near an important intersection that led into town. During 1947, he made arrangements with the Mountain View Diner Company for the purchase and delivery of a diner to the present site, where foundations were prepared for the prefabricated structure. Mr. Glascock and his wife Elvira constructed the rear kitchen area with help from friends.

The Tastee 29 Diner was delivered to its foundation on 20 July, 1947. Originally known as the 29 Diner, Leonard Milliken, the current business owner, changed the name to Tastee 29 Diner in 1973.¹⁶ There have been numerous businesses in the 29 Diner since 1942, but the owner has always remained Delmas T. Glascock. Officially listed as a bondsman, Glascock has built other buildings and businesses next to the Diner, including Indian Trailer sales (the Airstreams shone in harmony with the diner), and a Texaco Station.

Through the years the list of 29 Diner managers reads like a Who's Who of the metropolitan diner business. Oscar Lee Gray ran the 211 Diner in 1951 and moved to the 29 Diner in 1957, later showing enough success to run his Lee's Diner just up the street from the 29 (10579 Lee Highway, now the site of the Golden Lion Restaurant, a frame building).¹⁷ Bob Parcelles ran a business in the 29 Diner in 1952: this was probably his first start as a manager.¹⁸ Parcelles later ran the Streamliner diner, which changed to Bob's Diner in the late 1960s, and went out of business in 1985: the

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diner still exists, tucked into Mama's Restaurant at 9715 Lee Highway. When the diner business slowed in the 1970s, Parcelles added a large steakhouse addition to the side and in back of his diner to diversify his patronage, it was called Bob's Beef House.¹⁹ Bob's Diner was a mid-1950s diner. It has little integrity remaining save for the salmon-pink formica ceiling and a few idiosyncratic stainless steel details peeking out over the grooved vertical panel board.

By the time the City of Fairfax was incorporated in 1963, there were only four diners left within the city limits: Bob's Streamliner, the Royal Diner (formerly Lee's), the 29 Diner and the Vincent Diner.²⁰ The 29 Diner's closest competition, the Vincent Diner, formerly located east of the Chain Bridge Road intersection on the south side of Route 29, was torn down in the late 1970s to make way for a Denny's Restaurant. Judging by photographs taken in the mid-1970s, the Vincent Diner dated to the 1940s. It had a rustic appearance created by a rough stone veneer that may have been a later addition.²¹ It did not approach the sophistication of 29 Diner's stainless steel and glass brick streamlined appearance.²²

Leonard Milliken has run the Tastee 29 Diner for eighteen years. The Tastee Diner chain, still popular in Maryland, was begun by the regionally famous dinerman Eddie Warner. In 1947, Warner ran the three original Tastee diners in Maryland; in Rockville (1932 moved from the Silver Springs site), Bethesda (1938), Silver Springs (1946), with the Laurel (1950s) Tastee added to the chain much later. Milliken, part of a younger class of dinermen, was in partnership with the Gene Wilkes who currently runs all four Maryland Tastee Diners.²³ Despite leaving the partnership, Milliken has retained the Tastee name and the Tastee menus at all five Tastee diners are still similar in logo style. At the Tastee 29 you can witness the evidence of the rough cut American entrepreneurial expertise that was natural for Delmas T. Glascock. Warner also personified this spirit as the dinerman who realized the American dream:

No "big mouth," Eddie is sincerely wrapped up in the dining car business. He runs it, eats it, sleeps it and talks it. His sincere love for, and enjoyment of, his

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life's work is such that he should be called Mr. Diner instead of Mr. Warner.

When you realize that the guy came up the hard way, from a \$12.00 a week dishwasher to owner of four well-to-do-diners, you've got to listen to him.²⁴

While diners dwindled from around 6,700 in 1940 to 2,336 in 1986, there has been a resurgence of interest in the diner as a viable restaurant business.²⁵ Some diners have been recycled to cater to higher epicurean tastes, serving meals that would have been foreign to the original clientele. While The Tastee 29 Diner's menu does not include "angels on horseback" (bacon wrapped oysters on toast) or "bossy on a board" (roast beef on toast),²⁶ it has rarely modified its meal offerings, and the standard fare has retained a patronage that is varied in class and walks of life. The presence of young northern Virginia professionals has not disturbed the old regulars, such as 73-year-old retired Fairfax County policeman, Frank Jones, who insists upon at least one meal a day served up by long-time waitress Betty West. Jones remembers that, as a young policeman, he watched the diner arrive on a flatbed truck around 7 P.M. one evening, to be promptly unloaded by 8 A.M. the next morning. He is just one of many who have found the Tastee 29 Diner to be a home away from home.²⁷

Jenny Bryant now a manager at the Bethesda Tastee worked in the Tastee 29 for fourteen years and earned the nickname "Louisville Slugger" due to her occasional reliance on a "slugger," carefully placed behind the counter for graveyard shift rowdy problems. Also known as Mom, Bryant has been working in diners since the age of 13 when she started as a dishwasher in a Romney, West Virginia diner.

Since the property has remained in the hands of a single owner, Bill Glascock, who has maintained the building in a conservative fashion since 1947, the building is virtually unchanged. Glascock was even against the name addition of Tastee.²⁸

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City of Fairfax

Endnotes

1. Elvira Glascock interview.
2. Richard J. S. Gutman, American Diner, p. 2 - 3.
3. Ibid., pp. 4, 16-19.
4. Ibid. pp. 28-29.
5. Richard Guy Wilson, The Machine Age, pp. 174-178.
6. Some diners such the original Virginia Diner on Route 460 were actual trolleys converted into restaurants, but these beat up old denizens of the road were generally frowned upon by the well-established Diner manufacturers.
7. Gutman, pp. 16-17.
8. Ibid. pp. 8, 9, 14, 15, 18-23.
9. Donald Dale Jackson, "The American diner is in decline, yet more chic than ever," Smithsonian, p. 100.
10. "See for yourself at... Mountain View, The Diner, August 1941, p.14.
11. Interview with Richard Gutman, 6 December, 1991.
12. Diner, p. 14-17.
13. Fairfax County General Index to Certificates of Businesses conducted under fictitious names, A-Z, Firms from Nov. 8 1934 to Dec. 31 1973, general reference.
14. Fairfax County Liber B No.15
15. Interviews with Frank Jones, 13 and 27 December 1991.

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16. Interview with Leonard Milliken, 2 December 1991.
17. Fictitious names, Book 6, p.80; Book 10, p. 247; and Frank Jones.
18. Ibid. Book 6, p. 226.
19. Richard Raber, Washington Post, 19 May 1982, Va. Section p. 1.
20. Hill's Fairfax City Directory 1963, p. 53.
21. From photograph in R. and K. Gutman Collection, and from Fairfax Aerial photographs at Fairfax City Hall.
22. The impressive 1956 Frost Diner of Warrenton, Virginia is the only other Diner still in operation on the 120 mile stretch of Route 29 between Washington and Charlottesville. It is also in a state of high integrity and exemplifies the slightly larger proportions of the typical 1950s Diner.
23. "In Suburban Washington....," The Diner, p. 8, and Milliken interview.
24. "Washington," The Diner, p. 8.
25. Jackson, p. 102.
26. Ibid., p. 100.
27. Interviews with Frank Jones.
28. (Fairfax) Connection, 15 February 1990.

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5.



Would You Appreciate..

the finest Dining Car that money can buy—fine construction, modern design, profitable workability—at a fair cost to yourself? You would? Then stop at our factory and see why we say, "DO NOT JUDGE UNTIL YOU HAVE SEEN FOR YOURSELF." Write or call for an appointment. Our office and factory are open Saturday and Sunday, for your convenience.

We also have a few remodeled diners which will be ready for delivery in a few weeks.

Mountain View DINERS

POST OFFICE BUILDING MOUNTAIN VIEW, N. J.

Phone M. V. 8-1092

Reasonable terms to suit your requirements.

United States Department of the Interior
National Park Service

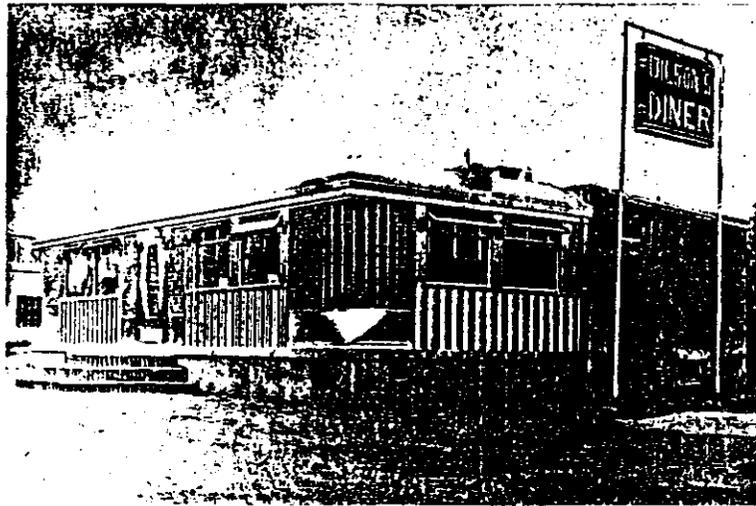
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Tastee 29 Diner
City of Fairfax

6.

THERE'S MONEY IN MOUNTAIN VIEW



No need to wait for your Car. Mountain View's efficient production methods insure delivery in a reasonable time.

Money in its handsome, modern outward appearance; money in its air-conditioned, beautifully appointed interior; money in its efficiently engineered facilities . . . its stainless back bar . . . its all tile interior . . . its big seating capacity; and the many other extras that make Mountain View YOUR Diner. There's Money in a Mountain View.

"A MODERN TRIBUTE TO GOOD TASTE"

Mountain View **Diners**

ROUTE 23

SINGAC, N. J.



Tastee Diner

"24 HOUR SERVICE"

FAIRFAX, VIRGINIA

591 - 6720

Juices and Cereals

Orange or Tomato Juice	Small .80	Large 1.00
Grapefruit or Apple Juice	Small .80	Large 1.00
Cereals with Milk	1.35	
English Muffin	.85	
Toast	.85	
	Grits	1.00
	Danish	1.25
	Biscuit (2)	.85

Grilled Steak, Two Eggs
Home fried Potatoes
and Toast
6.95

Creamed Chipped Beef
on Toast
or
Biscuits
3.25

Eggs and Omelettes

(Bread, Toast or Biscuit Included)

HAM, BACON, SAUSAGE or SCRAPPLE & EGGS	2.95
TWO EGGS, ANY STYLE	1.95
PLAIN OMELETTE	1.95
HAM or BACON or SAUSAGE OMELETTE with CHEESE	3.75
CHEESE OMELETTE	4.15
WESTERN OMELETTE or SPANISH OMELETTE	2.50
INTERNATIONAL OMELETTE	4.25
HAM, BACON, SAUSAGE, SCRAPPLE per order	4.95
Homemade Fried Potatoes	1.00
French Fried Potatoes	1.00

From Our Griddle

HOT CAKES with Syrup	2.95
HOT CAKES with Bacon, Sausage, Ham or Scrapple	4.65
FRIED HAM, Bacon, Sausage or Scrapple with FF or Home Fries	2.75
FRENCH TOAST	2.95
FRENCH TOAST with Bacon, Sausage, Ham or Scrapple	4.65

Sandwiches

(Tomato, Cheese or Fried Onions .20¢ Extra.)

3G SANDWICH	1.25	STEAK SANDWICH	4.25
BACON or SAUSAGE and EGG	2.40	BARBEQUE	2.75
HAM or SCRAPPLE and EGG	2.40	TUNA	2.75
WESTERN	2.40	HAMBURGER (* ¼ lb.)	1.75
HAM, BACON, SAUSAGE or SCRAPPLE	2.40	CHEESEBURGER (* ¼ lb.)	1.95
L.T.	2.75	DOUBLE HAMBURGER (* ½ lb.) with CHEESE	3.35 3.75
FILLED CHEESE with HAM or BACON	1.25 2.45	BACON CHEESEBURGER (* ¼ lb.)	3.15
FRIED CHICKEN BREAST PATTY	2.60	STEAK SUB	2.95
HAM and CHEESE	2.60	STEAK and CHEESE with BACON	3.35 4.60
SH	2.60		

All Pie, per cut
All Cake, per cut
Pie a la Mode

Iced Coffee, Tea
Milk
Hot Maxwell House
Country Time® Lemonade

S
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F
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1
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F
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C
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25
35
ef

Soup of the Day	1.40
Clam Chowder (Friday Only)	2.25
Baked Ham, two vegetables	5.50
Hot Ham Sandwich, potatoes and gravy	4.50
Baked Ham Sandwich	3.50
Hamburger Royal (*1/4 lb.) , French Fries & cole slaw	3.95
Cheeseburger Royal (*1/4 lb.) ,French Fries & cole slaw	4.15

Dinners

12 oz. T-Bone Steak, two vegetables	9.25
Pork Chops, two vegetables	6.25
Breaded Veal, two vegetables	5.25
Hamburger Steak, two vegetables	5.25
Deep Fried Shrimp(6), two vegetables	5.95
Fried Haddock, two vegetables	4.50
Cheese Omelette, two vegetables	4.50
Western Omelette, two vegetables	6.25
Steak Sandwich, French Fried Potatoes, Cole Slaw	6.25
Bar-B-Q Sandwich, French Fried Potatoes, Cole Slaw	4.75
Fish Sandwich, French Fries, Cole Slaw	4.60

Vegetables

Mashed Potatoes, Buttered Corn, Apple Sauce	
Pickled Beets, Green Beans, Cole Slaw	
Vegetable of the Day, Cottage Cheese	1.00
Garden Salad	1.40

Desserts

All Pie, per cut	1.40	Rice or Bread Pudding	1.25
All Cake, per cut	1.40	Ice Cream	1.25
Pie a la Mode	2.40	Danish	1.25
Iced Coffee, Tea . . . . .	.85	Sanka® Fresh Brewed Decaffeinated . . . . .	.85
Milk . . . . .	.80	Coca Cola or Diet Coke . . . . .	.85
Hot Maxwell House® Coffee . . . . .	.75	Hot Tea . . . . .	.75
Country Time® Lemonade Drink . . . . .	.85	Hot Chocolate . . . . .	.85

Good Food is Good Health

*Pre Cooked Weight

Please Pay Cashier

2.95
1.95
1.95
3.75
4.15
2.50
4.25
4.95
1.75
1.00

2.95
4.65
2.75
2.95
4.65

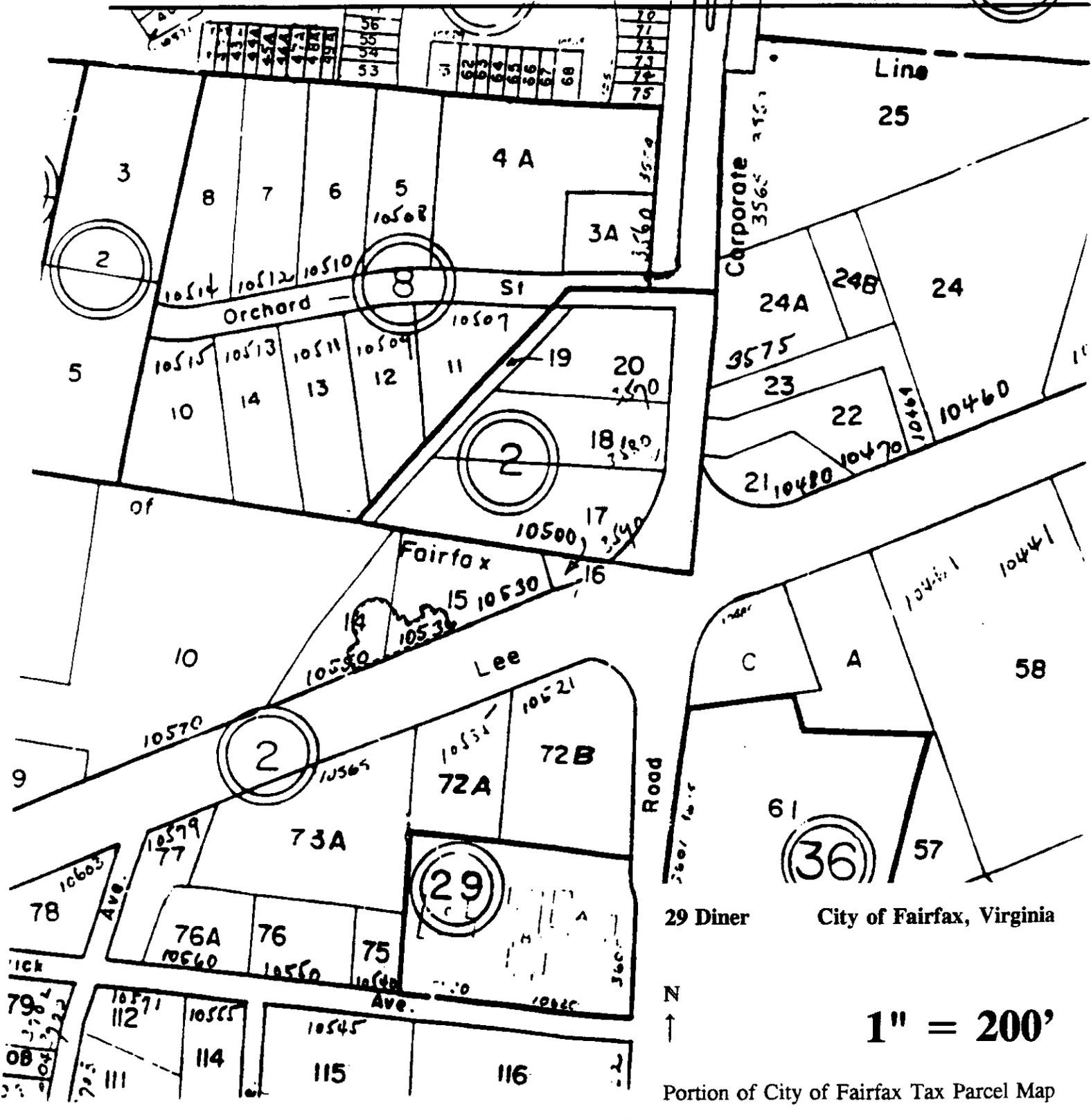
4.25
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1.75
1.95
1/2 lb.) 3.35
3.75
(*1/4 lb.) 3.15
2.95
3.35
4.60

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Fairfax, Virginia



29 Diner City of Fairfax, Virginia

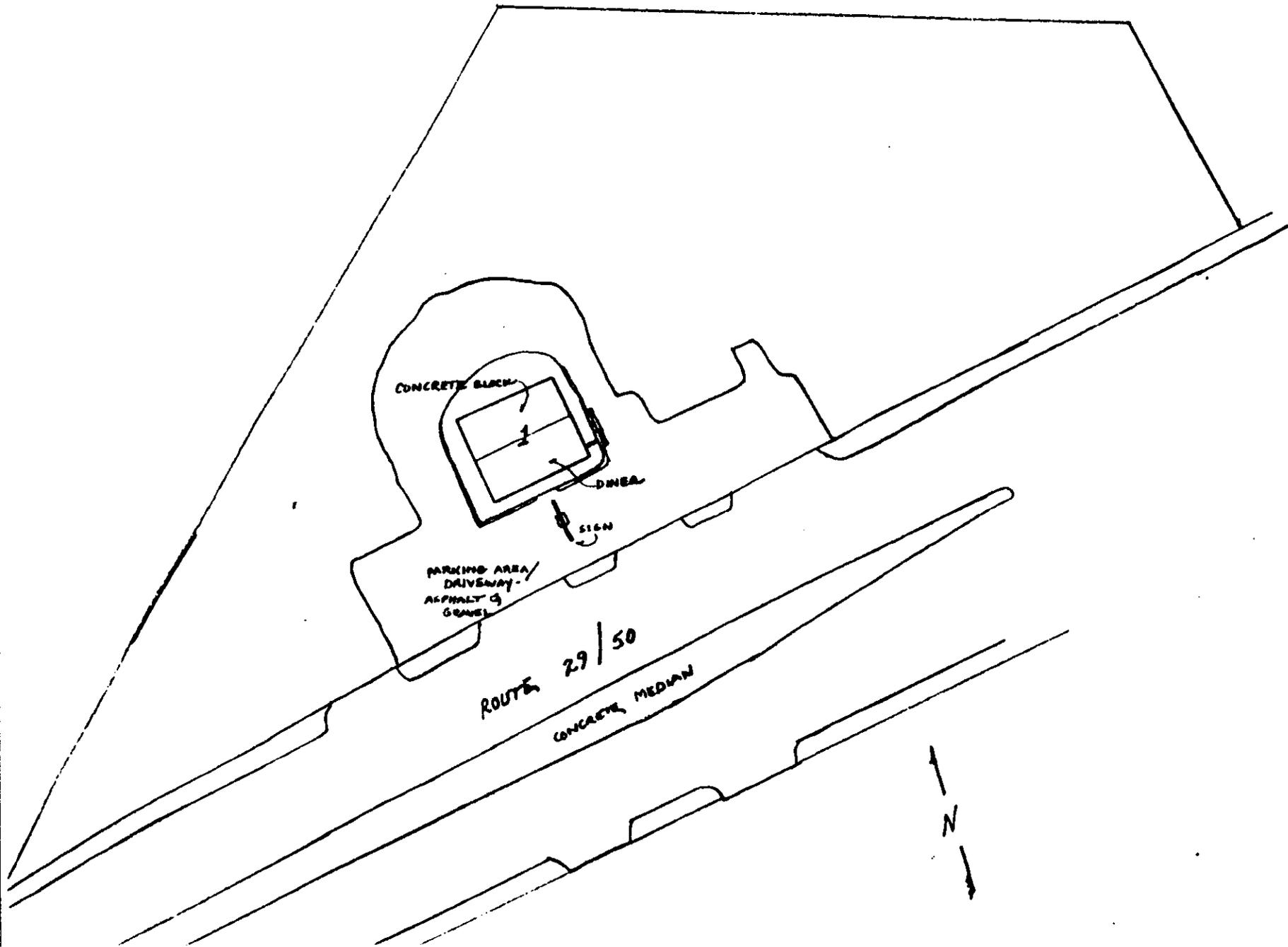
1" = 200'

Portion of City of Fairfax Tax Parcel Map

1 ASILE 67 LLNER
FAIRFAX, VIRGINIA

SITE PLAN
N.T.S.

1/2/92
S.E.S

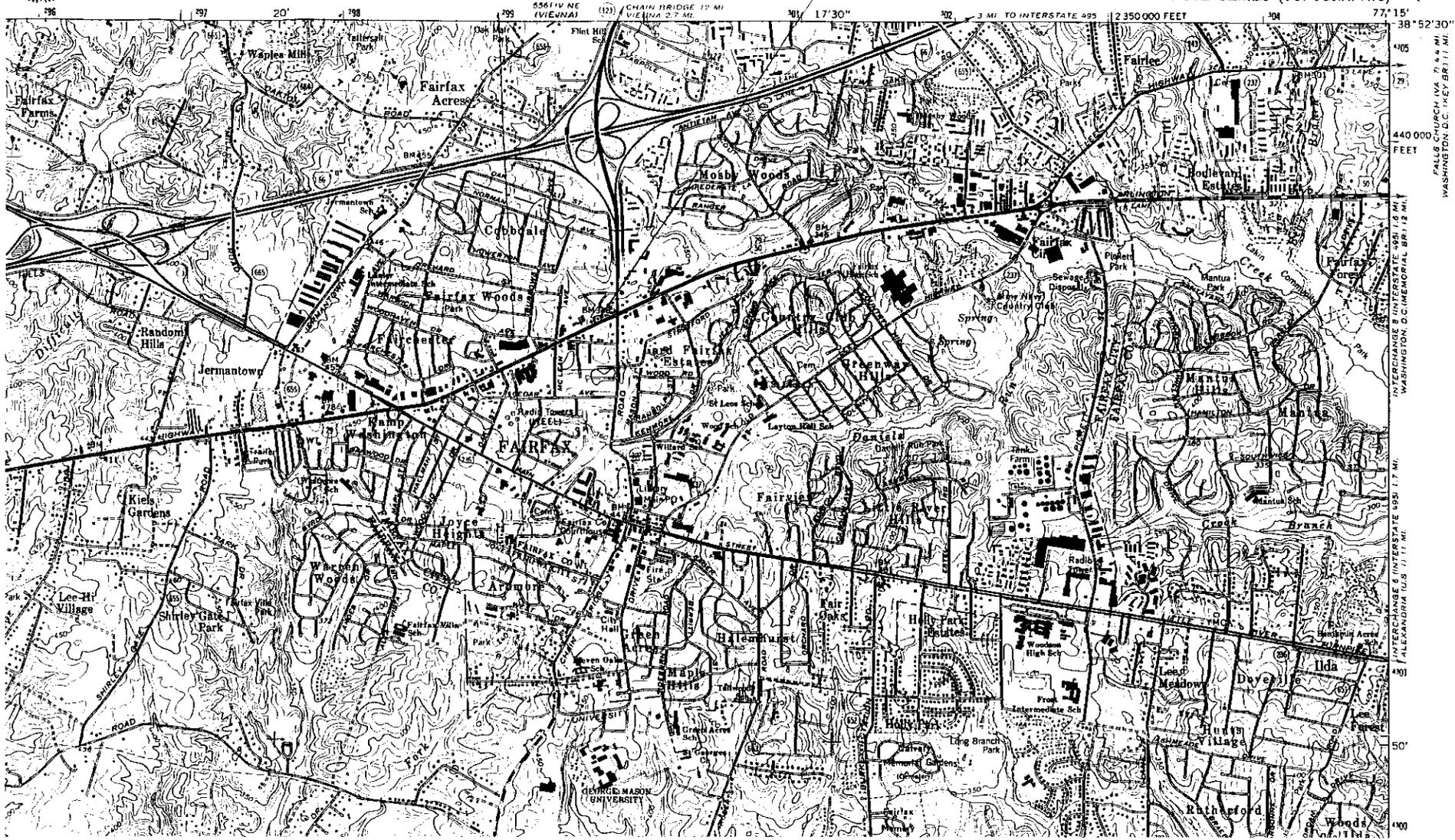




TASTEE 29 DINER
CITY OF FAIRFAX, VA.
UTM REFERENCE: 18/299180/4303271

FAIRFAX QUADRANGLE
VIRGINIA
7.5 MINUTE SERIES (TOPOGRAPHIC)

38° 52' 30"
111° 17' 15"
FALLS CHURCH VA 7.44 MI
WASHINGTON D.C. 11.71 MI



INTERSECTION 8 INTERSTATE 495 1.8 MI
WASHINGTON, D.C. 12.1 MI
INTERSECTION 8 INTERSTATE 495 1.7 MI
ALBANY, N.Y. 11.4 MI