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**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 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 Lil's Diner

other name/site number Miss Albany Diner

2. Location

street & town 893 Broadway not for publication

city or town Albany vicinity

state New York code NY county Albany code 001 zip code 12207

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] 5 July 00
Signature of certifying official/Title Deputy Commissioner for Historic Preservation Date

State of 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] Signature of the Keeper Date of Action 11/6/00

Lil's Diner (a.k.a Miss Albany Diner)
Name of Property

Albany, New York
County and State

5. Classification

Ownership of Property
(check as many boxes as apply)

Category of Property
(check only one box)

Number of Resources within Property
(Do not include previously listed resources in the count.)

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

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

| Contributing | Noncontributing | |
|--------------|-----------------|------------|
| 001 | | buildings |
| | | sites |
| | | structures |
| | | objects |
| 001 | 0 | Total |

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

Number of contributing resources previously listed in the National Register

n/a

n/a

6. Function or Use

Historic Function
(Enter categories from instructions)

Current Function
(Enter categories from instructions)

COMMERCE/TRADE/Resturant

COMMERCE/TRADE/Resturant

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

NO STYLE

foundation n/a
walls Metal

roof n/a
other

Narrative Description

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

Lil's Diner (a.k.a. Miss Albany Diner)
Albany, Albany County

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 1

Lil's Diner (a.k.a. Miss Albany Diner) is a Silk City prefabricated metal diner manufactured by the Patterson Vehicle Company of Patterson, New Jersey in ca.1941. It is situated on the east side of U.S. Route 32 (North Broadway) in the city of Albany, New York. The diner occupies a small lot.

The diner is situated in the midst of the city's commercial/industrial area. It is surrounded by large-scale commercial buildings on the north, south and east and Broadway on the west.

Contributing Building: 1

Lil's Diner (a.k.a. Miss Albany Diner), built ca.1941, is an intact example of the type of streamlined metal diner introduced in the 1920's and manufactured until 1950. Modeled after railroad dining cars, the diner is a long, rectangular form of welded steel frame construction with an arched roof and monitor. The single pane sash windows on the facade are long and narrow placed high on the wall in a design that further simulates the railroad dining car type. Although the principal entrance is centrally placed on the street elevation, a secondary door on the south end replicates the conventional means of passage into railway dining cars. The exterior of the diner is sheathed in metal that is fluted and banded horizontally; all corners and edges are rounded consistent with the streamlined aesthetic. A round ended metal sign with painted letters spelling out "DINER" confirms the building's function. The words "*Miss Albany Diner*" are painted across the horizontal band beneath the windows in a fashion similar to railway name bands on functional cars.

On the interior, the plan conforms to that of a dining car plan as much as possible, featuring booth seating typical of the railroad application on the front wall, an arched ceiling, and a longitudinal center aisle. The requirements for cooking within the car particular to the diner necessitated a change from the prototype on the opposite side of the aisle, a space that contains a long counter with stools for seating. Behind the counter, all the equipment for the storage and preparation of food and the shelving and washing of tableware was built-in along the back wall and under the counter. The later addition of a full commercial kitchen (1997) removed the majority of the food preparation and dishwashing functions from the area behind the counter. However, this alteration left the main grill and display functions in the actual diner, such as, the coffee urn, toasters, snack and desert displays and other quick-service items.

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.)

Areas of Significance

(enter categories from instructions)

Architecture

Period of Significance

1941

Significant Dates

1941

Significant Persons

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

Patterson Car Company

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 # _____

Primary location of additional data:

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

Lil's Diner (a.k.a. Miss Albany Diner)
Albany, Albany County

**NATIONAL REGISTER OF HISTORIC PLACES
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Lil's Diner (a.k.a. Miss Albany Diner) is significant as a distinctive example of mid-twentieth century American roadside architecture surviving exceptionally intact from its date of manufacture in 1941. It embodies distinguishing characteristics of the type and period in its streamlined metal railroad dining car inspired design, which was intended to evoke, at once, the ideas of travel, food, cleanliness and modern efficiency. The diner is additionally significant as a representative example of a Silk City Diner, a highly popular prefabricated dining car line manufactured by the Patterson Vehicle Company of Patterson, New Jersey from the 1920's to the 1950's.

In his National Register nomination (NR Listed 1998) for another Silk City Diner, the Halfway Diner in Red Hook, Dutchess County, New York, Neil Larsen provides the following context for these unique building types.

Roadside architecture, a twentieth century genre of building types and styles responding to the economic and cultural changes nurtured by the automobile and the highway and the consumer society that followed the Industrial Revolution, has increasingly been the subject of historic analysis and interpretation. According to Chester Liebs in his 1985 study *Main Street to Miracle Mile*, the meaning of roadside architecture is to be best understood in spatial as well as chronological contexts. As the character of roadside architecture evolved over time, it was also moving outward geographically from the inner core of Main Street to the developing highway strips in suburbia. As such, it becomes a metaphor for the changing living patterns and practices of mass society during the period.¹

Architecturally, roadside commercial buildings are a composite of building, sign and image that, in Liebs's words, "signals its message directly and with economy in a visual/verbal language that is not only easily understood by the customer but also, through simile and metaphor, plays on subtle and perhaps unconscious visual associations."² These associations have shifted over time and reflect the changing values and attitudes of the mass culture. Liebs also observed that: "Behind the exterior sales costumes, roadside businesses also provide some kind of service or product for their customers -- be it gas, food, lodging, and amusements or groceries and automobiles. In order to serve its specific function, each roadside building type evolves from an architectural program that changes over time in response to economic conditions and new technology."³ Thus, roadside architecture provides valuable information concerning the changing twentieth century community in its form and design, its function and its movement within the cultural environment.

¹ Chester Liebs, *Main Street to Miracle Mile, American Roadside Architecture*. (Boston: Little, Brown and Co., 1985), p. vii.

² *Ibid.*, p. viii.

³ *Ibid.*

Lil's Diner (a.k.a. Miss Albany Diner)
Albany, Albany County

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

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The history of diners predates the emergence of roadside architecture, extending back to 1872 when Walter Scott opened a "beanery-on-wheels" in Providence, Rhode Island, serving area factory workers sandwiches, eggs, pies and coffee from a horsedrawn express truck.⁴ Similar in function to the present-day coffee trucks that frequent construction sites, the early wagons were conceived to provide food to a clientele at various scheduled locations. Buyers would line up at a service window to place an order to a proprietor within. Most of the food would have been prepared in a kitchen at another location and stowed in the wagon for transport and distribution. The idea of urban lunch wagons soon caught on and spread to other cities in the industrial Northeast. Initially, the vehicles were patchwork conversions of other types of wagons. Yet with increased demand, they assumed a status of their own and were likely to be custom made by local blacksmiths or wagonmakers. Inside, lunch wagons were carefully arranged and compartmentalized in response to the limited amount of space and their linear plan.

In the 1890's, when most of the major cities began to discard their horse-drawn trolleys in favor of electric-powered equipment, would-be entrepreneurs descended on the decommissioned vehicles, converting many of them to food service uses. As a result, the image of the lunch wagon developed a more trolley-like appearance and its enduring association with passenger cars was established. The design and technology of the lunch wagons also underwent improvement and modification, often incorporating distinctive features such as etched windows, hand-painted exteriors and sophisticated cooking equipment. By 1900, lunch wagons were a familiar sight throughout the Northeast.

Eventually, the lunch wagons became successful enough that they no longer needed to roam the streets in search of trade. Wagons were parked curbside or on open lots and their clientele came to them. In many instances, the wagon carriages were concealed by foundation panels and/or plantings. (In fact, the wagon carriages—that were used to transport later diners, such as Lil's Diner (a.k.a. Miss Albany Diner), from the manufacturer to and between their various locations have sometimes been found attached to their underbodies when the diners were removed from their foundations.) Once stationary, the wagons became more commodious, although they retained a form and appearance suggestive of their vehicular forebears.

The commercial manufacture of lunch wagons appears to have begun in Worcester, Massachusetts where, in the late 1880's, Samuel M. Jones started making wagons large enough to seat customers inside.⁵ Charles Palmer modified Jones's design and obtained the first patent for lunch wagon design in 1891,

⁴ Ibid., p.216.

⁵ Ibid, p.216.

Lil's Diner (a.k.a. Miss Albany Diner)
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**NATIONAL REGISTER OF HISTORIC PLACES
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naming his product "Night Owl Lunches." Palmer then set up a factory for the mass production of lunch wagons. Thomas H. Buckley opened a competing factory in 1892 that employed eighty workers, and he soon became known as the "Lunch Wagon King." Buckley extended the width of the average wagon from six to ten feet to create more comfortable work and counter space. He also contributed to the evolving aesthetic by introducing the monumental nickel-plated coffee urns and counter stools now distinctive to diners. His signature was his richly ornamented exteriors distinguished by gilt bas-relief scrolls on white panels. Worcester's leadership in the industry was ultimately consolidated with the formation of the renowned Worcester Lunch Car Company in 1906. The Worcester lunch car was a wooden frame structure with an enamelled sheet metal exterior, a barrel vaulted roof, a continuous band of windows with transoms and end entrances in a decided trolley-like design. Its interior plan reflected the emerging trend towards the eat-in car with a center aisle flanked by a longitudinal counter facing the rear wall, which was equipped for cooking and serving, and booths spaced beneath the windows on the front wall. Enamelled sheet metal panels were used on interior wall and ceiling surfaces as well. This firm dominated the New England diner market for the next fifty years codifying the distinctive lunch wagon design developed by earlier manufacturers.

Patrick J. (Pop) Tierhey, a lunch wagon maker from New Rochelle, New York, is credited with two design innovations that further removed the image of the diner from its urban industrial lunch wagon antecedents and assisted in its design transition into the aesthetic of the transportation age. In 1905, Tierhey introduced a diner modeled after a railroad dining car; designed to replicate the streamlined appearance and efficient plan of the railroad car—these diners were characterized on the exterior by materials and features that imitated the look of the dining car such as panelled walls, a line of small, high windows and a vaulted roof and monitor. On the interior, also consistent with the railroad model, Tierhey's car also had a row of booths along the window wall, the first known instance in the production of diners. The car was widened and the counter was retained on the opposite, rear, wall to accommodate in-car cooking facilities, a necessary functional departure from the railroad prototype.⁶

The new emphasis on the design of modern transportation reflected the evolving role of diners from providing industrial food service to serving as roadside commercial establishments. The expansion of commercial activity at the turn-of-the-century in the downtown areas of cities and along the extending main streets at the growing residential fringe communities created a demand for new commercial service establishments. This development created a prime market for the dining car industry. This expansion of the quick-lunch clientele marked the

⁶ Donald Kaplan and Alan Bellink, *Diners of the Northeast*. (Stockbridge, Massachusetts: The Berkshire Traveller Press, 1980), p.14.

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beginning of the twentieth-century diner boom. Locations for diners shifted from factory neighborhoods to the main streets and their new image was conducive to attracting a more universal clientele, both by the cleverness of their design and by its visual departure from an association with working class establishments. Subsequent developments in diner history reflected the growing economic and social influences of the middle class: the proliferation of small retail establishments, the growth of centralized business districts as community centers, the cosmopolitanism provided by a growing transportation network, and the increase of activities centered around spending. By 1900, the diner was becoming an increasingly visible feature in the commercial streetscape.

A revolution in diner design occurred in the 1920's as the automobile became a factor in everyday life and extended commercial activity out onto the highway. Along with the gas station and motel, the diner adopted a distinctive image to meet the demands of the roadside. Immediate visibility and attraction was crucial and the architecture was conceived to create an effective sign as much (or more) as a functional building. Also, swept up in the excitement of the highway, businessmen were prone to consider avant-garde designs. The then current trend toward streamlining in industrial design coincided neatly with the expansion of the diner trade and proffered a totally new vehicle type to mimic. As a result, the road-side diner generally relinquished the established trolley form for more modern automotive models. The shiny, round edged metal dining car was born in this period and innumerable variations on the type appeared on the highways as they spread through the countryside.

New diner manufacturers appeared, many of them already involved in the growing construction and vehicular industries. The locus of production shifted from New England to New Jersey, known, after 1920, as the diner capital of the world. Although the Worcester Car Company held on to the traditional trolley car lunch wagon look, the New Jersey diner set the standard for the streamlined, stainless steel dining car style. The major manufacturers were the Patterson Vehicle Co., fabricators of the Silk City Diner, established in 1906; Jerry O'Mahoney of Elizabeth, the largest producer, established in 1913; and the Kullman Dining Car Company of Newark, established in 1927 and the only early company still manufacturing diners. Other builders included Paramount, Sterling, Mountain View and Manno.⁷ The new diner design was organized around the modern influences of automobile transportation, family activities, cleanliness and efficiency and, in competition with the extraordinary stimulus of architectural sinage developing along the roadside, it was also conceived to project a memorable (even whimsical) image that would generically associate it with other

⁷ Ibid., p.15.

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restaurant types familiar to the traveller. By 1930, there were approximately 4000 diners in the Northeast, and the total approached 6000 by the end of that decade.⁸

The diner's popularity continued through the 1940's and survived the commercial district shifts of the 1950's better than many businesses. Their mobility, in many cases, allowed for a direct relocation to the growing commercial areas along the highways beyond the city limits. Although they continued to prosper, diners changed in fundamental ways. Keeping the streamlined aesthetic, diners evolved in plan from a dining car format to a restaurant format with bathrooms and full-fledged kitchens. Functionally, they became increasingly oriented to the needs of the permanent local community rather than to those of the traveller. Menus expanded, interior design lost its dining car association, streamlined efficiency was no longer an evident feature and the counter, although retained, was no longer the focal point of activity. Ironically, this complacency ultimately contributed to the diner's decline for their hold on the market was ultimately supplanted by the fast food chains that adopted their earlier streamlined ethic -- in service if not in design.

One of the most popular streamlined diner types from their "golden age" during the second quarter of the twentieth century was the Silk City Diner. It was manufactured by the Patterson Vehicle Company, which was owned and operated by the Cooper family from 1886 to 1966. Originally, the company made carriage and automobile bodies, but in 1906, it expanded its line to include diners. Precisely when the Silk City name was applied to the line is unknown, but it appears in a 1928 listing for the company in the Patterson Directory. (Patterson was known as the Silk City because of its involvement in that aspect of the textile industry.) The Patterson Vehicle Company advertised that it produced sturdy but inexpensive diners. It patented its own system of arc-welded steel construction creating a strong and durable structure. The company assured potential buyers that the steel buildings were insulated against the effects of lightning, addressing what must have been a general concern at the time. The company's expertise in the automobile business contributed to its faith in steel as the preferred material for diner construction.

There were numerous models of Silk City Diners available for a wide range of prices; the size of the investment was reflected in the overall scale of the building and its interior appointments. Generally, the Silk City Diners, following a railroad dining car model, were sheathed in stainless steel. Corners were rounded and flat surfaces were fluted to emphasize the horizontal dimension. Windows were aligned high on the long facade to enhance the vehicular look. On the interior, all surfaces were easily washable including tile floors, tile wainscotting, enameled

⁸ Liebs, p.218.

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ceiling panels and stainless steel equipment and wall panels behind the counter, all adding to the aesthetic of efficiency. Although all the major manufacturers generally followed the same design and engineering standards, the Silk City Diners had a distinctive appearance that subtly distinguished them from their competitors. The Silk City type is conspicuous by its extreme emphasis of the vehicular form, perhaps relating to the Patterson Vehicle Company's previous experience. Distinguishing characteristics are a rounded roof with monitor, narrow width, small windows and fluted side wall treatment. Many other diner types had flatter roofs, boxier forms and different interpretive associations with vehicular design.

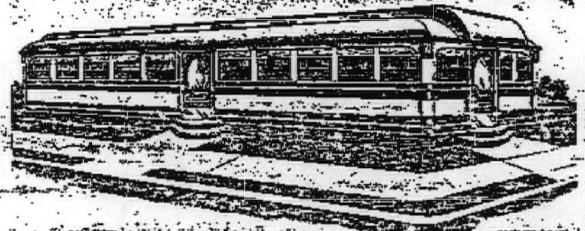
Lil's Diner (a.k.a. Miss Albany Diner) was purchased from the Patterson Vehicle Company in 1941 by Lil McCauliff. Unfortunately when the new diner arrived, the city of Albany held up its final placement for six months. Advertising from the period describes the "benefits" of starting a business the "Silk City Way." Undoubtedly, this is the same process that Lil McCauliff followed. According to the Patterson Car Company's advertisements a potential buyer would follow six steps in the process. These steps include (1) visiting a Silk City Diner and talking with its owner, (2) visiting the Silk City factory, (3) getting an piece of property with business potential, (4) ordering a diner, (5) preparing your site, and (6) hiring help and ordering food. Then, "just open the doors..[and enjoy] a profitable business THE SILK CITY WAY."⁹

Another dimension of the history of diners that is closely linked to the characteristics of the type is the nature of diner operation as a business, independently operated but relying on a broader association with the roadside (advertising) image. Diner manufacturers offered the small entrepreneur like Lil McCauliff an opportunity to enter the restaurant business with little capital and "four years to pay," promising buyers success.

BECOME *the* FAVORITE

IN TOWN

with a
SILK CITY DINER



Old friends and old songs may be less, but old Diners cost you more. Replacement with the new SILK CITY DINER means complete modernization at the lowest possible cost, and gives you the opportunity to own "The most popular spot in town." The SILK CITY DINER comes complete with kitchen, lavatories, dishes and cooking utensils. All back bar fixtures are of stainless steel. Walls, floor and counter are finished in colorful tiles. New improved lighting and ventilation. The patented construction of this steel car offers many advantages found only in SILK CITY DINER. Investigate now.

The SILK CITY is the biggest quality Diner ever priced so low. But a liberal trade-in allowance makes it a still greater value. Compare for yourself — let us estimate the trade-in value of your old Diner today.

FOUR YEARS TO PAY

SILK CITY is qualified to offer you a sounder and more liberal payment plan than ever before. There are no hidden strings—our 4-year payment plan is designed to make things as easy as possible for you to "pay out of profit." Let us give you the details. No obligation.



⁹ Advertisement, The Diner. Published by the Patterson Vehicle Company, n.d. (ca.1950).

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The buildings themselves were part of a very fluid, upwardly mobile enterprise. Diners were factory-made, which allowed their particular form and character to be assembled from innumerable variations of standard components either at the factory or over time. Buyers could order an elaborate model or a basic one depending on the price they were able to pay or the requirements of their location. They could upgrade them as their situation permitted or trade up for a newer or better model as their business prospered. The diner's very mobility contributed to the process of self-improvement. They could be easily relocated if business warranted it or replaced with the next best model. While the function of the diner was a permanent thing over time, the actual building was transient and, often, impermanent: diner owners operated a traditional business with a throw-away building.

The diner and its business passed from Lil McCauliff to her son, Harry. In 1988 the diner was sold to the Browns. Lil's Diner (a.k.a. Miss Albany Diner) is a well-preserved example of the "golden age" of the roadside dining car. Its shiny, banded metal exterior and monitor roof recall the sleekness of a railroad car and reflect the popular interest in streamlined design in the 1920's and 1930's. Typical of early-twentieth century roadside architecture, the diner is as much a sign as a building, a readable structure whose function and purpose is obvious from a moving automobile. Surviving essentially intact from its date of construction, the diner maintains associations with that period of diner history as well as features that represent important transitional points in the evolution of the type and its function in the roadside development of area. Lil's Diner (a.k.a. Miss Albany Diner) is a rare survivor and a landmark in the architectural and transportation history of the city of Albany.

**SILK CITY is the BIGGEST
quality Diner ever priced
so low!**

Today's **BEST ENGINEERED DINING CAR**

The **SILK CITY** is a big, beautiful, deluxe quality Diner at a money-saving price. You would expect to pay at least a thousand dollars more for patented, arc-welded all-steel construction, complete deluxe equipment, colorful tile interior, upholstered booths, modern rest rooms. Yet a **SILK CITY DINER** costs you anywhere from \$1,000 to \$5,000 **LESS** than many other first class cars. And hundreds of satisfied **SILK CITY** owners will testify that our credit terms are the easiest they have ever had. Asking for more information obligates you in no way. Our job is to give you all the facts and then let you decide for yourself.

YOU OWE IT TO YOURSELF TO INVESTIGATE NOW

SILK CITY DINERS

Manufactured by **PATERSON VEHICLE CO., E. 27th ST. AND 16th AVE., PATERSON, N.**

SILK CITY Costs Less To Buy
SILK CITY Pays For Itself In Less Time
SILK CITY'S 3 YEAR PLAN is One
of the Soundest, Most Liberal Pay-
ment Plans Ever Devised

YOUR HOME!

Lil's Diner (a.k.a. Miss Albany Diner)
Albany, Albany County

CONTINUATION SHEET

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9. Bibliographical References

Gutman, Richard J.S. American Diner. New York: Harper & Row. 1979.

Larsen, Neil. "The Halfway Diner." National Register of Historic Places Nomination Document. New York State Office of Parks, Recreation and Historic Preservation, Waterford, New York. 1987.

Liebs, Chester H. Main Street to Miracle Mile, American Roadside Architecture. Boston: Little, Brown and Co. 1985.

"See Silk City and Save." The Diner. Vol.1, No.7 (December 1940), p. 10-15.

Lil's Diner (a.k.a. Miss Albany Diner)
Name of Property

Albany, New York
County and State

10. Geographical Data

Acreage of Property Less than one acre

UTM References

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

1 18 602882 4723747
Zone Easting Northing

2
Zone Easting Northing

3
Zone Easting Northing

4
Zone Easting Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title John A. Bonafide, Historic Preservation Program Analyst

organization NYSOPRHP date April, 2000

street & number PO Box 189 telephone (518) 237-8643

city or town Waterford state NY zip code 12388-0189

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

(Complete this item at the request of SHPO or FPO.)

name/title Cliff & Jane Brown c/o Miss Albany Diner

street & number 893 Broadway telephone 518-465-9148

city or town Albany state NY zip code 12207

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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**NATIONAL REGISTER OF HISTORIC PLACES
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10. Geographical Data

Verbal Boundary Description

The boundary for the nominated property is shown as the heavy black outline on the accompanying map entitled "Lil's Diner (a.k.a. Miss Albany Diner), Albany, Albany County, New York."

Boundary Justification

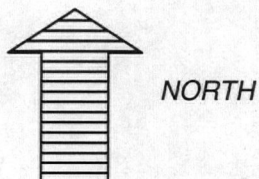
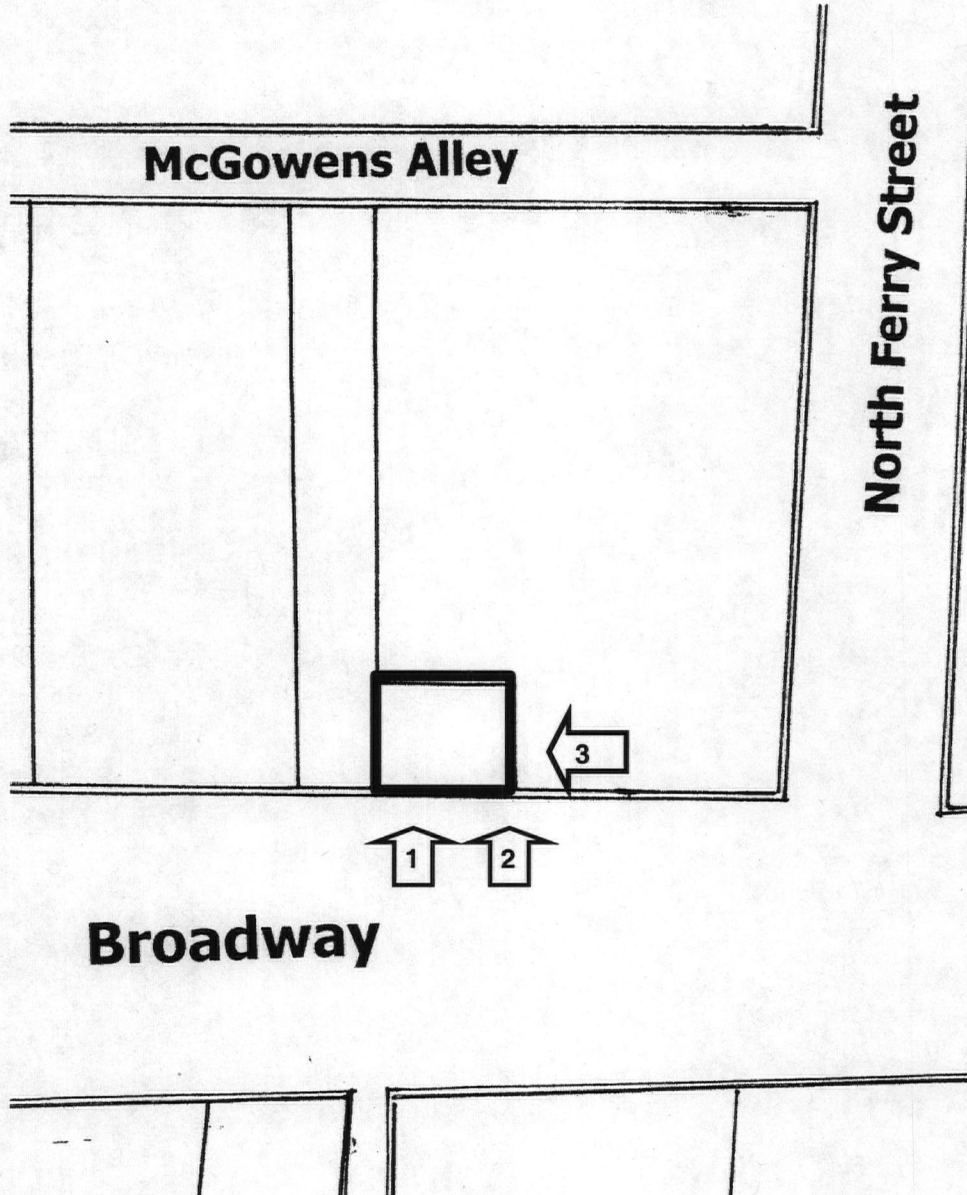
The boundary for the nomination has been drawn to coincide with the current legal lot for the property.

Lil's Diner (a.k.a. Miss Albany Diner)
Albany, Albany County

**NATIONAL REGISTER OF HISTORIC PLACES
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Section number MAP

Lil's Diner (a.k.a. Miss Albany Diner)
Albany, County County



scale
boundary
photo key

1 inch equals 73 feet



*Lil's Diner (a.k.a Miss Albany Diner)
Albany, Albany County*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number PHOTOGRAPHS

Lil's Diner (a.k.a. Miss Albany Diner)
Albany, Albany County

Photo by: J.A. Bonafide

NYSOPRHP, PO Box 189
Waterford, NY 12188-0189

Neg. at: NYSOPRHP, PO Box 189
Waterford, NY 12188-0189

Photographs

1. West Elevation
2. West and south elevations
3. South Elevation
4. Interior looking north
5. Interior looking south

Lil's Diner (a.k.a. Miss Albany Diner)
Albany, Albany County

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number ILLUSTRATION A

Three Popular
Money Making Models
Of **Silk City Diners**

**DESIGNED TO KEEP
LABOR COSTS LOW
and PROFITS HIGH!**

Easy Financing

Terms - We have our own financing plan. No banks or brokers, no extra fees or hidden interest charges. Low down payment with reasonable time and terms geared to your diner's earning power.

Mod 58-
Mod 58-
Mod 58-

Lil's Diner (a.k.a. Miss Albany Diner)
Albany, Albany County

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number ILLUSTRATION B

How To Achieve Financial Security Easily!



- 1 Wire, write or phone us for the address of the Silk City Diner nearest you. Visit it and see for yourself just how it operates. Talk to the owner and ask him how he likes his Silk City Diner.
- 2 Visit our plant in Paterson, New Jersey, and let us show you how carefully Silk City Diners are engineered and built. We shall also be glad to tell you of all the extra services we offer.
- 3 Get an option on a favorable property location. We will check your selection and determine its business potential. Or, if you prefer, we will find a desirable location for you.
- 4 Place your order with us for a Silk City Diner as soon as possible so that we can schedule prompt delivery. Specify the color scheme you desire. Make a friendly financial arrangement on our liberal terms.

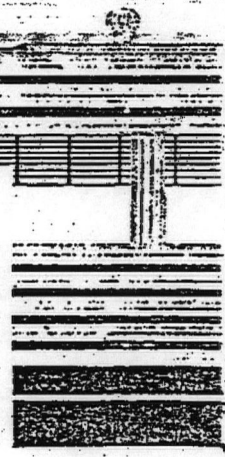
- 5 When your Silk City Diner is delivered, you benefit by our assistance in supervising its set-up on your foundation. Arrange with your local public utilities to have the necessary services connected. Maybe you'll want to arrange for some attractive landscaping.
- 6 Hire any help that you may require. Get in your first order of food. Start the simple bookkeeping system which we will give you.

OPEN THE DOORS
Start Stepping Along
These Easy Steps Today
and You'll Soon Be in
a Profitable Business
THE SILK CITY WAY

68-7-
2500

Paterson Vehicle Co.

East 27th Street & 19th Avenue, Paterson, N. J.



Lil's Diner (a.k.a. Miss Albany Diner)
Albany, Albany County

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number ILLUSTRATION C

BECOME *the* FAVORITE IN TOWN



with a
SILK CITY DINER



Old friends and old songs may be best, but old Diners cost you more. Replacement with the new SILK CITY DINER means complete modernization at the lowest possible cost, and gives you the opportunity to own "The most popular spot in town." The SILK CITY DINER comes complete with kitchen, lavatories, dishes and cooking utensils. All back bar fixtures are of stainless steel. Walls, floor and counter are finished in colorful tiles. New improved lighting and ventilation. The patented construction of this steel car offers many advantages found only in SILK CITY DINER. Investigate now.

The SILK CITY is the biggest quality Diner ever priced so low. But a liberal trade-in allowance makes it a still greater value. Compare for yourself—let us estimate the trade-in value of your old Diner today.

FOUR YEARS TO PAY

SILK CITY is qualified to offer you a sounder and more liberal payment plan than ever before. There are no hidden strings—our 4-year payment plan is designed to make things as easy as possible for you to "pay out of profit." Let us give you the details. No obligation.

SILK CITY DINERS

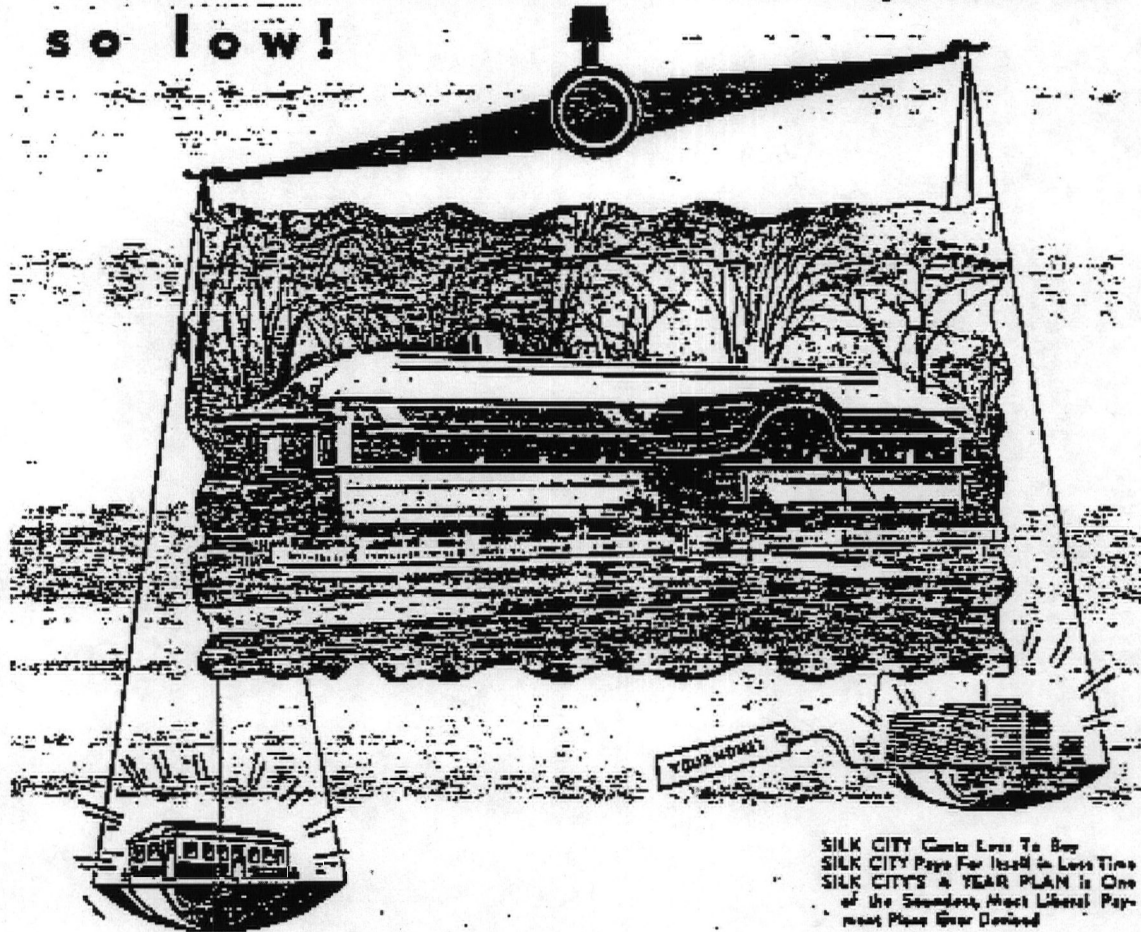
MANUFACTURED BY
PATERSON VEHICLE COMPANY
EAST 27TH STREET AND 19TH AVENUE
PATERSON, N. J.
ESTABLISHED 1908

Lil's Diner (a.k.a. Miss Albany Diner)
Albany, Albany County

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number ILLUSTRATION D

**SILK CITY is the BIGGEST
quality Diner ever priced
so low!**



Today's **BEST ENGINEERED DINING CAR**

The SILK CITY is a big, beautiful, deluxe quality Diner at a money-saving price. You would expect to pay at least a thousand dollars more for patented, arc-welded all-steel construction, complete deluxe equipment, colorful tile interior, upholstered booths, modern rest rooms. Yet a SILK CITY DINER costs you anywhere from \$1,000 to \$5,000 LESS than many other first class cars. And hundreds of satisfied SILK CITY owners will testify that our credit terms are the easiest they have ever had. Asking for more information obligates you in no way. Our job is to give you all the facts and then let you decide for yourself.

YOU OWE IT TO YOURSELF TO INVESTIGATE NOW

SILK CITY DINERS

Manufactured by PATERSON VEHICLE CO., E. 27th ST. AND 10th AVE., PATERSON, N.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Lil's Diner
NAME:

MULTIPLE
NAME:

STATE & COUNTY: NEW YORK, Albany

DATE RECEIVED: 9/28/00 DATE OF PENDING LIST: 10/10/00
DATE OF 16TH DAY: 10/26/00 DATE OF 45TH DAY: 11/12/00
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 00001278

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

 ACCEPT RETURN REJECT DATE

ABSTRACT/SUMMARY COMMENTS:

*Well preserved. 1941 Silk City diner
a.k.a. Miss Albany diner represents
important property type in small
business entrepreneurship served by
mass manufactured diners.*

RECOM./CRITERIA Accept C

REVIEWER Savage

DISCIPLINE Architectural History

TELEPHONE

DATE 11/6/00

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



PEPSI COLA

HOT DELICIOUS SANDWICHES

MISS ALBANY
DINER

BLUE PLATE SPECIALS

PEPSI COLA

WE DELIVER

BREAKFAST

& LUNCH

MISS ALBANY DINER

OPEN & CLOSED

CASH

DINERS

TO TRAVEL

MISS ALBANY DINER

Lil's Diner
Albany, Albany C.
Photo 1

FOR LEASE
NORTHERN
ALBANY'S
DEALERS
518.463.9156



518 ALBANY
DINER

BLUE PLATE
SPECIALS



CATERING & DINNERS TO TRAVEL

ALBANY DINER



Lil's Diner
Albany, Albany Co.
Photo 2



Lunch



MOVING



Lil's Diner

Albany, Albany Co.
Photo 3



Lil's Diner

Albany, Albany Co.

Photo 4



Lili's Diner
Albany, Albany Q.
Photo 5



Lil's Diner (MIS ALBANY) INC.
Albany, Albany Co.
Zone 18 Scale 1:24,000
Troy South Quad
602862 4723747

Published by the New York State Department of Transportation, in cooperation with the U.S. Department of Transportation, Federal Highway Administration.

Map base from 1953 U.S. Geological Survey 7.5-minute quadrangle.

Map revisions made using aerial photographs dated 1991, construction plans, official records and other sources. Features revised include: highways and other transportation facilities; civil and public land boundaries; recreation sites; hydrography; and buildings. Gray tint indicates developed areas in which only landmark buildings are shown. Darker gray tint indicates open water features.

Revisions may not comply with National Map Accuracy Standards.

Correspondence concerning this and other Department of Transportation maps should be directed to: Map Information Unit, New York State Department of Transportation, State Campus, Building 4, Room 105, Albany, New York 12232.

Revisions by C.H. Ziel



SCALE 1:24 000

1000 2000 3000 4000 5000 6000 7000 FEET

1 KILOMETER

Transverse Mercator projection, 1927 North American Datum
To place on the 1983 North American Datum, move the projection lines 9 meters south and 35 meters west as shown by dashed corner ticks.

1000-meter ticks based on the New York Transverse Mercator projection / grid.
Between 72° and 76° West Longitude, this projection / grid is identical to Zone 18 of the Universal Transverse Mercator projection / grid. Areas east of 72° and west of 76° are direct mathematical extensions of Zone 18. The scale of this map has been adjusted by its projection scale factor in order to maintain true 1:24,000 scale. The Transverse Mercator projection scale factor at this quadrangle location is 0.9997.

10,000-foot ticks based on the New York State Plane Coordinate System, East Zone.

1993 magnetic declination is approximately 14.5° West.

Control and spot elevations shown to the nearest foot.

INDEX TO 1:9600 (1"=800') MAP COVERAGE

TROY SOUTH (north)

TROY SOUTH (south)

BOUNDARIES:

State

County

Town or City

Incorporated Village

State / Federal Land

ROADS:

Posted Touring Route:

Interstate

U.S.

State

County

State Highway (SH) number and limit

County road

Interchange number

Divided:

Wide mall

Narrow mall or barrier

Undivided:

4 or more lanes

Less than 4 lanes

Vehicle track; trail