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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

United States Department of the Interior
National Park Service

502

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name KwikCurb Diner

other names/site number Marv's Drive-in / Hungry Onion Drive-in / Big Onion Drive-in / Hwy 30 Drive-in

2. Location

street & number 850 S. 3rd West — N/A not for publication

city or town Mountain Home — N/A vicinity

state Idaho code ID county Elmore code 039 zip code 83647

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _X_ 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 _X_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

__ **national** __ **statewide** _X_ **local**

Signature of certifying official/Title — Date: June 8, 2010

Kenneth C. Reid, Ph. D. / Deputy SHPO

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official — Date

Title — State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

_✓_ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

Joe Edson Beall — 7-26-10

Signature of the Keeper — Date of Action

KwikCurb Diner
Name of Property

Elmore County, Idaho
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [X] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box.)

- [X] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

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

Contributing	Noncontributing	
1		buildings
		district
		site
2		structure
		object
3	0	**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

0

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.)

OTHER: Drive-in

Materials
(Enter categories from instructions.)

foundation: CONCRETE
walls: WOOD/Weatherboard
BRICK
roof: METAL
other: ASPHALT

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The KwikCurb Diner is located in Mountain Home, Idaho, in the southwestern region of the state. The building sits, facing west, on the east side of Highway 30, in a thinly developed area. The building is on the back of a 164 x 218.5 x 254.5-foot triangular lot. The lot is asphalt covered with the exception of a pine tree growing in the center of the parking lot immediately adjacent to the road. The parking lot transitions seamlessly to the old highway without curbs or sidewalks.

Narrative Description

The KwikCurb Diner consists of a frame structure flanked by two cantilevered canopies. The site centers around the combined kitchen/customer-service structure that is 33 feet long and 16 feet wide in the front. The structure has a concrete slab foundation, frame walls, lap siding, and a shallow sloping shed-roof with deep boxed eaves that project 3.5 feet on the front and sides to cover concrete sidewalks. The roof is covered with rolled asphalt roofing and slopes to the east. On the roof, there are two swamp coolers, a modern grill fan exhaust and a small gas furnace vent.

The building is visually divided into 2 portions: the front "customer service" portion finished in brick and canted plate-glass; and the rear, "kitchen" portion finished in wide clapboard siding. At the front (west end) of the structure the northwest corner is inset by 1 foot, the southwest corner by 2 feet. The northwest inset has a small counter under a 1 x 1 sliding-sash window used for walk-up orders. Above the order window is a fixed-sash window. The southwest inset has a single-light wood door used by carhops to provide service to auto customers under the awnings. The door appears to be original to the structure. As a result of the banks of windows in the front of the building, the front half of the structure is visible from three sides and patrons can see drinks being prepared.

The back half of the structure is enclosed in wide, clapboard siding. On the north elevation are two outside access drive-in restroom doors. The east side of the structure has a single solid door

protected by a shallow shed hood resting on the shed roof. The south side has a modern heat pump placed on the sidewalk under the overhanging eaves.

On either side of the building are parking canopies, both of which are 16 x 54 feet. The canopies are not physically attached to the restaurant building; however, they are less than a foot removed. Each is supported by four sets of V-shaped pole stanchions rising at an angle from a common concrete footing. The stanchions are joined by plywood panels about three feet from the ground to provide in-car diners with a visual screen for privacy. At the top of each pole is a 2 x 12-inch beam tapering to the ends. These cap beams provide support for the nine 2 x 6-inch roof stringers. The stringers are topped with metal, standing-seam roofing. The canopies provide cover for six cars on each side of the restaurant. The southern canopy has been reinforced with vertical poles added to the east end of the stanchion cap beams to provide better support during wind storms. On the east side of each canopy is a concrete sidewalk to provide carhop access.

Landscaping includes two small grassy areas located to the east of the canopies. These areas include concrete pads set up for picnic tables for walk-up customers. Modern plastic tables are currently located on the pads.

Behind the lawns are two modern dog-ear cedar fences that provide a backdrop for the drive-in and a convenient location for bulletin board menus.

A 3 x 3-foot brick trash can enclosure capped with a concrete sill is on the south side of the drive-in building. The bricks are the same as those used in the building balustrades.

Site Integrity:

The site has retained a high state of preservation and has very good to excellent integrity.

The KwikCurb Diner is remarkably unchanged from the passage of time. It continues to be used in its original function as a road-side eatery. The building has retained all of its original doors and windows. Indeed, the simple 1950s design has not been altered other than the addition of a modern grill fan outlet on the roof and a modern heat pump on the side. Modern signs have been added, but all appear to be easily removed and in the case of the menu boards on the fences – required to conform to the original look and feel of the drive-in. The transition zone from highway to parking lot has not been altered by modern curbs and sidewalks, allowing easy, informal access to the drive-in. The south canopy roof has been replaced and reinforced. Perhaps the biggest alteration is the replacement of the original fence flanking the drive-in. The original fence apparently fell victim to the passage of time. However, examination of the fence revealed that the modern dog-ear slat fence was constructed along the original fence line. In several places new posts were placed immediately adjacent to the original and in several other places, the original posts are still in use. The fence appears to be a compatible and necessary substitute for the original.

The site also retains excellent associations outside the boundaries of the property. Although Old Highway 30 is no longer an active interstate route, it continues to carry a comparable volume of traffic. Properties along the road within a range of two blocks also include three 1950s-era motels and two 1950s-era cafes / drive-ins, and while these properties do not retain the same level of integrity as the KwikCurb Diner, they evoke a feeling of the 1950s as one approaches the KwikCurb.

Without curbs and sidewalks to control traffic flow patterns, vehicles can smoothly leave the road and gently curve into awaiting parking spaces.

The site retains excellent values of setting, association, feeling, location, and workmanship. The values of integrity of materials are only slightly lowered by the replacement of the grill fan and the south canopy roof, but remain very high. So too, the addition of square metal columns on the back of the south canopy has slightly altered the design of the canopy, but is viewed as necessary to stabilize the structure. These columns were painted to match the original columns and are not visually prominent. The changes are viewed as minor and do not detract from the overall excellent integrity of the site.

KwikCurb Diner
Name of Property

Elmore County, Idaho
County and State

8. Statement of Significance

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.
- [x] 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 old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions.)

ARCHITECTURE

Period of Significance

1955

Significant Dates

1955

Significant Person
(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

Architect/Builder

John Bermensolo

Period of Significance (justification)

The Period of Construction – 1955 – reflects the year that the KwikCurb Diner was constructed.

Criteria Considerations (explanation, if necessary)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The KwikCurb Diner is eligible for the National Register of Historic Places at the local level under Criterion C, as it embodies the distinctive characteristics of 1950s drive-in restaurant architecture. Featuring a sloping roof with wide eaves, no inside seating and a glassed-in food preparation area, the building is immediately recognizable as a design style popularized in the 1950s. The flanking shade canopies place it firmly in the "drive-in" restaurant context where attendants, or "carhops," served the customers who remained comfortably in their vehicles, as opposed to later "drive-thru" restaurants. The site remains remarkably unchanged in its appearance and function from its building exterior and covered car parking to its curb-less parking lot access.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Historic Background

Drive-in restaurants came quickly on the heels of the new American car culture that developed early in the 20th century. As the first autos sped down rural roads, early entrepreneurs saw a market for the mobile population. While there were various types of eateries along roadways early on, the first restaurant to provide food served to the traveler directly in their vehicle is believed to have been in Texas in the 1920s. Pig Stand founder Jessie G. Kirby famously intoned that "[p]eople with cars are so lazy they don't want to get out of them and eat!" and with that, the drive-in restaurant was born. (Witzel, 1994) While these early eateries had only walk-up windows, and not car-service, they were situated for quick and easy access by the burgeoning automobile population. It did not take long for the growing numbers of roadside eateries to see the appeal of providing car service and by the 1930s "car-hops" became a common sight at the drive-in; it was quicker and more convenient for the traveler and had a certain cache` for the millions of new car owners across the country.

While the Great Depression and World War II slowed the spread of the phenomenon, Americans' love-affair with their cars could not be denied. In the post-War boom era of the 1950s, drive-in

services became one of the fastest growing portions of the economy. In addition to drive-in restaurants, there were drive-in theaters, banks and even churches. From early on, these auto-oriented services were built in new and innovative shapes and styles, often with large, eye-catching signs. Unlike pedestrian customers walking slowly through a dense urban core, roadside businesses had only brief seconds to catch the eye of a speeding motorist and draw them into the establishment. This recognition quickly led to fanciful and striking building designs; drive-ins rarely exhibited standard or generic architecture, and it was not unusual to speed down the road and see a building shaped like an animal or some inanimate object. Large signs and an ever-increasing use of lights and neon also became hallmarks of the burgeoning car culture. (Heimann, 1994)

The origins of the general design motif that became synonymous with the 1950s drive-in can be found in the late 1940s. The optimism of the post-World War II years saw a hunger for all things "new." Pre-war architectural styles and references were abandoned for new materials and motifs. Dispensing with the often round or whimsical designs of earlier decades, buildings became boxy and linear, with walls of glass that, when brightly lit at night, eagerly beckoned passers-by. (Heimann, 1994) The McDonalds restaurant in San Bernadino, California became a popular template for many drive-in designs. Roughly conceived by Richard McDonald himself, and articulated by architect Stanley Meston, the design featured a deep overhanging slanted roof; a visual, glass front; and solid-panel walls behind. The McDonalds version also incorporated the famous golden arches and red and white stripes. (Liebs, 1985) This original McDonalds design became the prototype design for myriad drive-in restaurants around the United States.

In warmer states such as California and Texas that led the car-food culture revolution, proprietors quickly saw the appeal of offering shade for their customers to make them more comfortable by getting them out of the blazing heat of the southern sun. The earliest shade canopy was erected in 1931 by the Texas Pig Stand #2 in Dallas – a simple canvas affair. But it wasn't until the 1950s that the large, permanent shade canopy structures became synonymous with the American drive-in. In addition to their practical use (providing shade for customers and protection from the elements for carhops), the canopies also served to help catch the attention of the passing motorists. (Witzel, 1994) These canopies could be presented in various shapes and colors, and lined with lights or neon to provide further visual appeal.

The 1950s drive-in archetype had evolved, therefore, into a small, glass-fronted box with a slanting roof and shade canopies – often flanking the restaurant. Providing quick, car-side service and easy access on and off the road, they became popular destinations for families and eventually, an increasingly car-crazed teen population. But it was exactly this popularity with the burgeoning teen culture that ultimately led to the downfall of the drive-in restaurant. As groups of teens gathered at the drive-in to meet friends and "hang out," their raucous tendencies made the drive-ins less family-friendly. Further, they lingered for long periods, buying little, but occupying spots under the canopy so that the whole notion of speedy service and a "quick in and out" was lost.

Further, the concept that the McDonald brothers had originated in California was taking hold. Facing problems with finding good and reliable employees during the war, the brothers abandoned the car service idea at their small food stand and instead focused on a smaller menu of just ten items that the customer would have to get out of their car to order and pick up. Although slow to catch on, by

the mid-1950s the idea was firmly entrenched in the American psyche and the necessity of offering car service at the drive-in began a slow descent.

Through the 1950s chain drive-ins and independent operations continued to hold their own and attract customers, but by the mid-1960s many were struggling to maintain their appeal. People came to view the idea of a drive-in as a restaurant that accommodated those in a vehicle rather than offered service to you *in* your vehicle. (Heimann, 1996) However, drive-ins located in smaller towns often survived this change in American perception, as there was less competition to drive them out of business, and many remain dotted across the landscape, providing food and nostalgia for the road traveler.

Site History:

The population of the City of Mountain Home, Idaho, located in the southwestern area of the state, held fairly steady for several decades, fluctuating between approximately 1,200 and 1,800 between 1910 and 1950. In the early 1950s, however, Mountain Home experienced a population and building boom, due primarily to its proximity to Mountain Home Air Force Base. Established in 1943 as a training base for the U. S. Army Air Corp, the base was closed in 1945 following the end of the war. In 1951, the base was reopened for use by the Air Resupply and Communications Wings (ARC), but operated on a small scale. In 1953, the Air Base was given permanent status and the ARC was replaced by the 9th Bombardment Wing. Personnel at the base rapidly increased. On April 14, 1955, the *Mountain Home News* reported the construction of 500 Wherry Housing Units at the base to meet the needs of the airmen and the construction workers. Following quickly on those heels, Mountain Home became a bustling 1950s boomtown (*Mountain Home News, 1953-1956*; Mailes 2007).

Several roadside establishments were a part of this post-war boom. In 1955, local businessman John Bermensolo constructed a drive-in restaurant along U. S. Highway 30 on the east side of Mountain Home, though the first owner-operators of the business were John E. and Helen Wilkins. The Wilkins, Mountain Home natives, chose a name that went to the heart of the new establishment: The KwikCurb Diner. The name embodied the essence of the drive-in culture: easy in, easy out, fast service.

The year 1955, when the KwikCurb Diner was built, was also an important one to drive-in history; Ray Kroc opened his first McDonalds franchise fast food restaurant in Des Plaines, Illinois. That restaurant, and all other early McDonalds, were built on the design created by Stanley Meston in 1953 for the McDonald Brothers, and featured a flat, slightly inclined roof with widely extended eaves, large plate windows and a jutting rectangular front. Meston's design was a simplification and abstraction of the Streamline Moderne drive-ins of the day. It derived more from the simplified box construction California's Coffee Shop Modern structures and less from the then popular fantasy-inspired drive-ins of the 1930s and 1940s. The inclined roof with cantilevered eaves served not only to protect customers waiting for their orders, but also to give a look of stylized speed to the building that tied it to the car-crazy world it served. The glassed-in serving area sparkled with stainless steel and mechanical food preparation devices, allowing the public to witness the cleanliness and speed inherent in their food purchase. The new design was unique and unlike anything previously built (Hess 2004).

As the Meston design was such a radical departure from previous diner designs, there can be little doubt that the design of the KwikCurb Diner was largely derived from the early Meston McDonalds design. Comparing the KwikCurb Diner to historic photos of early McDonalds restaurants reveals the same architectural heritage with only minor differences such as the famous golden arches and slightly different scale. That a locally designed and owned drive-in in Idaho should, at such an early stage, copy a design destined for marketplace domination is a tribute to both the power of the design and the speed with which it swept through America (aboutMcDonalds.com; Hess 2004).

By 1961, the Wilkins' business had outgrown the simple diner format and they built a new state-of-the-art drive-in at 800 N. Main. This new location featured a drive-up window and indoor seating, following the popular McDonalds format that was increasingly popular around the United States. The old drive-in was sold to Marvin and Betty Johnson, who reopened the diner and successfully operated it for several years as Marv's Drive-in. The drive-in not only served food, but also added gasoline sales from above-ground tanks. In addition to travelers, the restaurant was popular with local high school students and airmen from the nearby Mountain Home Air Force Base. In the youth culture of the early 1960s, the drive-in served as one end of the unofficial "cruise" loop of Mountain Home (Gingerich 2010). In 1966, the Johnsons sold the Drive-in to Clinton and Leora Gingerich, who operated another drive-in known as the Hungry Onion in Meridian, Idaho. The Mountain Home drive-in would be their first step in building a chain of fast food restaurants. They placed diamond pattern façades across the front of the restaurant and the two canopies. However, not long after purchasing the restaurant, the construction of Interstate 80 by-passed Mountain Home and drastically reduced travel on Highway 30, which fronted the drive-in. With the loss of interstate traveler business, the drive-in changed its focus almost exclusively to local patrons and removed the gasoline pumps (Gingerich 2010).

Ken and Kay Grinde purchased the drive-in in 1982 and kept it open as the "Big Onion" until 1999. They then opted to relocate their business to the nearby former Dairy Queen converting it into a "1950s retro diner" that is still in operation. The original KwikCurb property then stood abandoned for several years before a used car dealership was briefly opened on the site. The car dealership did little to change or upgrade the property. During this period the roof on the south canopy was lost. After a short period of business, the property was again left idle. In 2007, the property was obtained by Bryce and Gioia Tracy who restored the exterior to its original appearance and installed new restaurant equipment inside. The property is currently operating as a drive-in restaurant featuring carhops and a menu little changed from the 1950s.

The KwikCurb Diner was built along Highway 30 during Mountain Home's post-World War II boom period. Several other drive-ins and motels were constructed along this major east-west thoroughfare during this period, including modern strip motels, and the Motor-Vu Drive-In Theater. Issues of the *Mountain Home News* from this era are filled with advertisements for cars boasting powerful V-8 engines as the town embraced the car culture sweeping across the nation. Most of these 1950s car-culture businesses have been altered and either abandoned or put to alternative use; however, the KwikCurb Diner remains, with excellent integrity, as an icon of the past. The design, with the small glass-front restaurant, flanked by canted shade canopies, embodies the archetypal 1950s drive-in restaurant.

Developmental history/additional historic context information (if appropriate)

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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2009 *"Remember the Car Hop Days? Check Out Highway 30 Drive-In".* September, 2000. p. 12.

Gingerich, Sandy
2010 Telephone conversation with Dale Gray discussing the Gingerich family's Hungry Onion Drive-in. January 28, 2010.

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Liebs, Chester H.
1985 *Main Street to Miracle Mile.* Little, Brown & Company. Boston

McDonalds
1997 Bronze plaque placed outside Boise's first McDonalds. 510 North Orchard, Boise, Idaho.

Mailes, Yancy D.
2007 *Images of America: Mountain Home Air Force Base.* Arcadia Publishing. Charleston. S. C.

Mountain Home High School
1961 High School. Photo of Marv's Drive-in.

Mountain Home News
1953-56. On file at the Idaho Historical Society Archives. Boise, Idaho.

Mountain States Telephone and Telegraph
1957 Mountain Home , Glenns Ferry, Grand View and Bruneau Telephone Directory.
1958 Mountain Home , Glenns Ferry, Grand View and Bruneau Telephone Directory.
1961 Mountain Home , Glenns Ferry, Grand View and Bruneau Telephone Directory.
1964 Mountain Home , Glenns Ferry, Grand View and Bruneau Telephone Directory.

Witzel, Michael Karl
1994 *The American Drive-In: History and Folklore of the Drive-In Restaurant in American Car Culture.* Motorbooks International. Osceola, Wisconsin.

KwikCurb Diner
Name of Property

Elmore County, Idaho
County and State

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 # _____
____recorded by Historic American Landscape Survey # _____

Primary location of additional data:

_X_ State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property Less than one
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.) **NAD 83**

	Zone	Easting	Northing		Zone	Easting	Northing
1	11	606544	4775279	3			
2				4			

Verbal Boundary Description (Describe the boundaries of the property.)

Lot 23, Section 36, T3S, R6E Mountain Home, Elmore County, Idaho.

Boundary Justification (Explain why the boundaries were selected.)

The nominated property includes the triangular city lot historically associated with the KwikCurb Diner.

11. Form Prepared By

name/title Dale M. Gray
organization Frontier Historical Consultants, Inc. date February 2, 2010
street & number 24265 River Road telephone 208-834-3061
city or town Grand View state ID zip code 83624
e-mail dalegray@mindspring.com

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.

- **Continuation Sheets**

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

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: KwikCurb Diner

City or Vicinity: Mountain Home

County: Elmore State: Idaho

Photographer: Dale Gray

Date Photographed: October/November 2009

Photos taken with a Nikon 8800 QuickPix 8 megapixel camera using TIFF setting.
Images were printed on HP Premium Paper Plus, using an HP Photo 8450 Photosmart printer with archival HP Vivera inks (95, 99 and 100 cartridges).

Electronic Image File Archival CD submitted to NPS and Idaho SHPO

Description of Photograph(s) and number:

1 of 9	West façade as viewed to the northeast	(ID_ElmoreCounty_MntHomeTSHD9814.TIF).
2 of 9	North elevation to south	(ID_ElmoreCounty_MntHomeTSHD9818.TIF).
3 of 9	Front entrance viewed to the northeast	(ID_ElmoreCounty_MntHomeTSHD9819.TIF).
4 of 9	South elevation of the drive-in to northwest	(ID_ElmoreCounty_MntHomeTSHD9820.TIF).
5 of 9	South canopy to northwest	(ID_ElmoreCounty_MntHomeTSHD9821.TIF).
6 of 9	Walk-up window as viewed to the east	(ID_ElmoreCounty_MntHomeTSHD9824.TIF).
7 of 9	North canopy viewed to the southeast	(ID_ElmoreCounty_MntHomeTSHD9842.TIF).
8 of 9	Drive-In viewed to the east	(ID_ElmoreCounty_MntHomeTSHD9845.TIF).
9 of 9	Drive-in as viewed to the north, northeast	(ID_ElmoreCounty_MntHomeTSHD9849.TIF).

KwikCurb Diner
Name of Property

Elmore County, Idaho
County and State

Property Owner:

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

name Bryce Tracy

street & number PO Box 477 telephone 208-587-4713

city or town Mountain Home state ID zip code 83647

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.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 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 Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Highway 30
DRIVE IN
OPEN
CONES:
MILKSHAKES

RESTROOM
BAÑOS
BRUTE

30
RIVE IN
CASCADE GLACIER ICE CREAM
Sundays
10-4
MON-SAT
10-9
Coming Soon!
Cones:
MILKSHAKES
CASCADE GLACIER ICE CREAM
Coming Soon!
Now introducing 7 more reasons to try
Snackers Sour Splash
Hugs & Smoochies
Sweet!
SHAKE IT UP BABY

SHAKE IT UP BABY!
Now introducing 7 more reasons to try
SUPER TREAT!

Highway 30
DRIVE IN
OPEN
CASCADE GLACIER ICE CREAM
VISA
Cones:
MILKSHAKES

DRIVE IN

Highway 30
Drive In
OPEN