

**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 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.

**1. Name of Property**

Historic name: Hudson Service Station

Other names/site number: R & M Motors, M&M D-X Service, Cummins D-X Service Station

Name of related multiple property listing: Route 66 and Associated Historic Structures, 1926-1970

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

**2. Location**

Street & number: 218 South Main Street

City or town: Miami State: Oklahoma County: Ottawa

Not For Publication:  Vicinity:

**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

Applicable National Register Criteria:

X A \_\_\_ B X C \_\_\_ D

<p>_____  <b>Signature of certifying official/Title:</b></p>	<p>_____  <b>Date</b></p>
<p>_____  <b>State or Federal agency/bureau or Tribal Government</b></p>	

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

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**Signature of commenting official:** \_\_\_\_\_ **Date** \_\_\_\_\_

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**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:) \_\_\_\_\_

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Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

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**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

**Category of Property**

(Check only **one** box.)

- Building(s)
- District
-

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Site

Structure

Object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>1</u>	Total

Number of contributing resources previously listed in the National Register N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

COMMERCE/TRADE:

SPECIALTY STORE

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

VACANT/NOT IN USE

\_\_\_\_\_  
 \_\_\_\_\_

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

NO STYLE

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: STONE/CONCRETE

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The Hudson Service Station is located near the commercial center of Miami, OK on the western side of South Main Street. It sits alone on a less than one acre parcel, off center, toward Main Street. The remainder of the parcel is a mixture of soil and gravel that was historically used as parking and storage for the garage. The station consists of a single building with a rectangular plan and the noted element of two large garage doors on its Main Street façade. It was constructed in 1935 as the Hudson Service Station and has several other named iterations. The structure has notable 9-pane, steel framed windows. The main egress is wooden panel door with a 15-pane glass inset. The building was constructed of stone with beaded mortar joints. There are multiple layers of paint covering the original material. There was a section of wall that was broken and replaced on the rear elevation with a notably different cinder block material. The building has two additions, one, on the northern facing façade made of the same stone as the parent building and fully connected to the building. The second is a later wooden shed addition on the rear western façade that is not fully connected to the structure. The garage is currently vacant. The building maintains a level of integrity through its association with historic Route 66 and the transportation history of Miami, Oklahoma.

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## Narrative Description

The building has retained much of its original form. The facades of the building all exhibit a stone construction with one notable repair in the form of a replaced garage door on the western facing façade with a cinder block inset.<sup>1</sup> The roof form is flat and currently has asphalt lining and flat shingles as cladding. The exterior has two small outbuildings connected to the main building and has had its garage doors and main egress updated in the 1960's. The structure still has many elements from its time as an active car garage, including many tools and the original vehicle lifts stored within the now vacant structure.

### Eastern Elevation:

The eastern façade of the service station faces South Main Street with driveways on the south side to facilitate the garage doors. The entire of this elevation shows the rough-cut stone and mortar construction (Photograph 1). There are two roller type garage doors on the south side of the façade with panel windows built in the 12-panel design (Photograph 6). Both lead into a central vehicle bay with lifts built into the concrete foundation. The corners of both doors and the corners of the façade have early to mid-20<sup>th</sup> century bollards installed to prevent damage to the building from exiting/entering vehicles. They are currently intact and painted blue with modern paint (Photograph 6, 9). The north end side of the façade contains a single egress in the form of a panel door with a 15-panel glass inset design. This egress opens in the main office of the station that was walled off from the central bay. There is a notable double 12-glass pane window with iron framing present and a molded concrete sill directly to the north of the main egress as looking from Route 66/Main Street. The exterior of the façade has three decorative medallions spaced evenly along the roofline, stopping at the parapet on the flat roof (Photograph 8). There is a notable logo painted above the main entrance and window stating, "R & M Motors" (Photograph 7) which is the name of the last active business within the structure.

### Western elevation:

The western elevation of the service station faces the rear of the parcel and the Main Street Alley. The rear of the parcel consists of a soil and gravel lot that was historically used for parking and vehicle storage. The south façade is the most notable with a section of the stone wall removed and replaced with cinder block (Photograph 3). This block section has a similar 9-pane, iron window in the same style as others on the structure. The alteration and replacement date is from the historic period, dating to circa 1955<sup>2</sup>. The remainder of the rear elevation exhibits the same stone as the eastern façade. There is an inaccessible wooden shed that was added to this façade and is set slightly off center to the right. It is not fully connected to the structure and is

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<sup>1</sup> Russell, Donald and Jacob, Waters. *Oral Correspondence with Donald Russell*. 2023.

<sup>2</sup> Ibid.

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used as storage. The north end of the elevation has three irregular windows with one example in the same iron l frame style used elsewhere on the building. The window closest to the addition follows the same 9-panel form as the remainder of the building, the center and right-most window follow a 3 by 3 panel design and appear to be painted wood frame instead of the iron present in the rest of the examples. Notably the sill on the two wood frame windows appears to be made from the stone wall and capped with a concrete topper. These windows feed light into the separated office and were likely added post-construction. (Photograph 7).

### **South Elevation:**

The north facing facade is the simplest of the structure. It consists of a solid stone and mortar wall with a stepped cornice line showing the two sections of the flat roof. There is ample evidence of multiple layers of white paint present on this façade (Photograph 2, 3).

### **North Elevation:**

This elevation consists of the same stone wall as the south elevation apart from a 9-panel, double iron, and steel frame window, centrally located in the elevation between the restroom and corner of the building, which shows into the office space (Photograph 5). There is a restroom on this façade that is constructed of similar stone and mortar as the original structure. The restroom has a sloped roof, with tar shingles and a single, solid panel, wooden door facing east to Route 66/Main Street. There is a single one-pane split window on the rear of the restroom. It is currently inaccessible and used as storage but was historically used as a restroom by R & M Motors (Photograph 6).

### **Interior:**

The interior of the structure is divided into two parts, the office and garage. The office consists of a walled section of the garage with noted tool storage and additional window directly to the right of the restroom as looking from the Main Street Alley (Photographs 10,11). The garage consists of a concrete foundation with built in vehicle lifts and has the revealed stone present in the walls of the structure along the edges (Photograph 12,13). The space is sparsely decorated and serves the mechanical and commercial needs of the former station. The building's interior has maintained its integrity with the only changes being updated machinery used in vehicle repair.

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## 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.
- 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.)

- 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

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**Areas of Significance**

(Enter categories from instructions.)

TRANSPORTATION

ARCHITECTURE

\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1935-56

\_\_\_\_\_

**Significant Dates**

1935

1956

\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_

\_\_\_\_\_

**Architect/Builder**

UNKNOWN



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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Hudson Service Station is locally significant and eligible under Criterion A for Transportation and Criterion C for Architecture. It is a Route 66 resource whose registration requirements are defined in the “Multiple Property Nomination for Route 66 and Associated Historic Structures, 1926-1970.” It is a gas station with a clear association to Route 66 in Oklahoma, and it is a good example of the house with bays style form<sup>3</sup> The Hudson Service Station’s period of significance dates from the 1935 garage construction on Route 66, until 1956 when the construction of Interstate 44 diverted travel from the core of Miami, OK to the outskirts.

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

### **Historic Background:**

Miami’s true claim to fame comes with the paved highways and interstates of the early to mid-20<sup>th</sup> century. Beginning as early as 1917 when Miami was added to as a stop on the early “Ozark Trail” highway, automobile travel would soon prove to have an outsized impact on Oklahoman town, especially when compared to the rail traffic of years past. The Ozark Trail would be followed by the opening of a 9-foot-wide paved highway to Afton in 1922 and an additional paved highway to Commerce in 1924.<sup>4</sup> The former would later bring the city national fame, as this narrow stretch of what would later be incorporated into Route 66 would survive as the only nine-foot-wide section of the route, earning the nickname the “Ribbon Road” or “Sidewalk Highway”.<sup>5</sup>

This remarkable piece of vintage pavement zigzags for 13 miles between Miami and Afton. In fact, the famous Route 66, established in 1926, still passes directly through downtown Miami. Miami boasts the longest Main Street on all of Route 66, and many of the downtown buildings are originals from the early 1900s. Of these buildings many were associated with the mining and selling of lead and zinc, which was discovered in the area in 1905.<sup>6</sup> Mining products were transported via rail and trucking along Route 66 until the closing of the major mines in the 1940’s and the construction of Interstate 44 in 1956.<sup>7</sup>

<sup>3</sup> Cassity, Michael. “Multiple Property Listing for Route 66 and Associated Historic Resources in Oklahoma 1926-1970.” Prepared for the Oklahoma State Historic Preservation Office, September 2002. Section F, Page 11

<sup>4</sup> Enderland, Ron. 2021b “Miami’s Early History Through the 20s.” In *Miami, Oklahoma History*. WordPress. Accessed online at <https://www.miamihistory.net/a-brief-history-of-miami/miamis-early-history/>, April 2024

<sup>5</sup> Ibid

<sup>6</sup> Jess Heck, “Miami (town),” *The Encyclopedia of Oklahoma History and Culture*, <https://www.okhistory.org/publications/enc/entry?entry=MI002>.

<sup>7</sup> Ibid.

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The Hudson Service Station had an ideal location directly on Route 66 in Miami, Oklahoma's downtown strip. It provided vital maintenance and fuel services to the growing town and offered multiple community growth events through the famous D-X Brand Raffles.<sup>8</sup> With the completion of the Interstate Highway Network through Oklahoma by 1975 (except for I-44 through Oklahoma City in 1985), the lifeblood of Miami, Route 66, would fall into disuse, as I-44 would route travelers around the town).<sup>9</sup> Following the advent of I-44 the Hudson Service Station and its successor businesses began to offer less services and focused primarily on fuel and basic repairs within the township.

### Historic Significance:

The Hudson Service Station was constructed in 1935 during the rise of motor vehicle travel in the United States. Service stations like these dotted the major highways connecting the country. Each provided fuel and repair needed in the burgeoning automotive culture of the United States. The notable Route 66 went through the city of Miami and allowed for the commercial travel necessary to develop multiple gas and service station style businesses.

The Hudson Service Station was closed and reopened multiple times during its life. It originally opened in 1935, then closed and was reopened as the Cummins D-X Service Station in 1956. Following the development of Interstate 44 in 1956 and the decreased use of Route 66, the D-X station closed, and its period of significance ended due to the movement of travel from Route 66 to Interstate 44.

It was reopened two more times as the M&M DX Service station in 1964 and the R&M Motors in 2013. R & M Motors closed in 2019 and has remained vacant since. These two iterations served the Miami, OK city area and were no longer associated with the larger travel patterns of the country.

### Transportation:

The Hudson Service Station opened in 1935. Advertisements as early as September 22, 1935, were being run in the Miami News-Record advertising "Opaline and Pennsylvania Motor Oils and Greases" alongside washing, greasing, and car repair services.<sup>10</sup> The station remained under that name until 1956 when it was rebranded under new ownership as the Cummins D-X Service Station.<sup>11</sup>

While local sources specifically mentioning the Hudson Service Station are rare, the Miami News-Record began running regular articles advertising the services of the D-X brand as early as

<sup>8</sup> ""5000.00 Cash Prizes, Listen to Diamond City Radio"." *Miami News-Record*, October 16, 1936. Newspapers by Ancestry.

<sup>9</sup> Everett, Dianna 2010 "Highways." In *The Encyclopedia of Oklahoma History and Culture*. The Oklahoma Historical Society. Accessed online at [<sup>10</sup> "Hudson Service Station." \*Miami News-Record\*, September 22, 1935. Newspapers by Ancestry.](https://www.okhistory.org/publications/enc/entry?entry=HI004#:~:text=With%20the%20exception%20of%20I,of%20which%20260%20were%20turnpikes., April 2024.</a></p></div><div data-bbox=)

<https://www.newspapers.com/image/901984669/?match=1&terms=Hudson%20Service%20Station%20>

<sup>11</sup> Miami Business Database—<https://www.miamihistory.net/miami-history-business-database/?listpage=25&instance=1>

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March 29, 1934.<sup>12</sup> The initial advertising centered around the D-X's brand of high speed and mileage Ethyl-fuel and Diamond 760 motor oil.<sup>13</sup> In 1936 advertisements were ran for cash prize events with "programs purchasable at any D-X Station, tying the building to the community through outreach as well as automotive servicing."<sup>14</sup>

These advertisements continued into the 1940's with mentions of fuel, oil, vehicle repair, maintenance, and similar services. Notably in the Miami News-Record for September 21, 1943, an advertisement was run with the statement "Bring Our Boys Home Sooner By Buying More War Bonds", the D-X Diamond brand began a large fuel and war drive from 1941 through the end of WWII.<sup>15</sup>

The D-X brand continued to explode in popularity along Route 66 and later Interstate 44 until last mention in the Miami News-Record on September 8, 1968. This article primarily mentions a leasing opportunity for one of the other D-X branded stations within the town.<sup>16</sup> In 1964 the station was rebranded the M&M DX Service, which was its last iteration under the D-X brand.<sup>17</sup> The most recent iteration is the R&M Motors which opened in 2013 and provided automotive repair, but no fuel services. It closed permanently in 2019 and the station has remained vacant since that date.<sup>18</sup>

### Architectural Significance:

The Hudson Service Station is an excellent example of the House with Bays form. The station has notably separated automotive bays and service areas associated with the transition from the House and House with Canopy forms. The station also moved from the tradition Residential Revival-styles used previously to the more compact and boxed shape of the Modern Movement automotive servicing stations.<sup>19</sup> The station exemplifies Early 20<sup>th</sup> Century transportation in the form of a tailored business. The structure is constructed of rough-cut stone and concrete, giving it a unique aspect among similar stations of its period in Miami. The stone gives the structure a vernacular feel that is not replicated by other examples of its form within the city (Photograph 7).

One similar example is the 7 A Street Northwest Station in downtown Miami. It was constructed in 1922 during a similar period of heavy transportation and Route 66 use.<sup>20</sup> This example of the

<sup>12</sup> ""Make the D-X Mileage Test! "" *Miami News-Record*, March 29, 1934. Newspapers by Ancestry.

<https://www.newspapers.com/image/901984449/?match=1&terms=%22%20D-X%20%22%20%20Station%20>

<sup>13</sup> Ibid. Page 3

<sup>14</sup> ""5000.00 Cash Prizes, Listen to Diamond City Radio." *Miami News-Record*, October 16, 1936. Newspapers by Ancestry.

<https://www.newspapers.com/image/901293770/?match=1&terms=%22%20D-X%20%22%20%20Station%20>

<sup>15</sup> ""Service Men at Your Service! "" *Miami News-Record*, September 21, 1943. Newspapers by Ancestry.

<https://www.newspapers.com/image/5575397/?match=1&terms=%22%20D-X%20%22%20%20Station%20>

<sup>16</sup> "D-X Service Lease." *Miami News-Record*, September 8, 1968. Newspapers by Ancestry.

<https://www.newspapers.com/image/30430753/?match=1&terms=%22%20D-X%20%22%20%20Station%20>

<sup>17</sup> Miami Business Database-<https://www.miamihistory.net/miami-history-business-database/?listpage=25&instance=1>

<sup>18</sup> Russell, Donald and Jacob, Waters. *Oral Correspondence with Donald Russell*. 2023.

<sup>19</sup> "Multiple Property Listing for Route 66 and Associated Historic Resources in Oklahoma 1926-1970." Section F, Page 11

<sup>20</sup> Savage, Cynthia. *Miami Downtown Historic District NPS Nomination*. NPS, 2009, pp. 19-

107. <https://www.nps.gov/subjects/nationalregister/database-research.htm>, s3.amazonaws.com/NARAprodstorage/lz/electronic-records/rg-079/NPS\_OK/09000357.pdf.

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station form is more closely relates to the House with Canopy style and does not exhibit stone building materials. The building plan is also notably irregular to fit the angular parcel (Figure 1).

However, other similar examples of the stone station construction do exist outside of Miami, OK. One notable example is the ruins of the Rock of Ages Filling Station in Arcadia, OK. This station is an earlier, 1910-20s example of the service station. It is much smaller in design and due to its off-Route 66 position only possessed two pumps at the height of its business.<sup>21</sup> This building in its ruined state has each of its exterior walls exposed. The stonework and large mortar joints are architecturally similar to the Cummins D-X Service Station (Figure 2).

The Hudson Service Station is an excellent example of the House with Bays service and maintenance station form. It opened in 1935 and provided services for motorists during the height of Route 66's popularity in Oklahoma. It served as a major advertiser of the D-X Oil brand and as a community hub with the D-X raffles during the Second World War and up to the construction of Interstate 44.

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<sup>21</sup> Voight, Jason. Rock of Ages Historical Marker. Last modified July 2, 2021. <https://www.hmdb.org/m.asp?m=176319>.

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## 9. Major Bibliographical References

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

""5000.00 Cash Prizes, Listen to Diamond City Radio". *Miami News-Record*, October 16, 1936. Newspapers by Ancestry.  
<https://www.newspapers.com/image/901293770/?match=1&terms=%22%20D-X%20%22%20%20Station%20>.

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Everett, Dianna 2010 "Highways." In *The Encyclopedia of Oklahoma History and Culture*. The Oklahoma Historical Society. Accessed online at <https://www.okhistory.org/publications/enc/entry?entry=HI004#:~:text=With%20the%20exception%20of%20I,of%20which%2026%20were%20turnpikes.,> April 2024.

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<https://www.newspapers.com/image/901984669/?match=1&terms=Hudson%20Service%20Station%20>.

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Russell, Donald and Jacob, Waters. *Oral Correspondence with Donald Russell*. 2023.

Savage, Cynthia. *Miami Downtown Historic District NPS Nomination*. NPS, 2009, pp. 19-107. <https://www.nps.gov/subjects/nationalregister/database-research.htm>, [s3.amazonaws.com/NARAprdstorage/lz/electronic-records/rg-079/NPS\\_OK/09000357.pdf](https://s3.amazonaws.com/NARAprdstorage/lz/electronic-records/rg-079/NPS_OK/09000357.pdf).

""Service Men at Your Service! ""." *Miami News-Record*, September 21, 1943. Newspapers by Ancestry. <https://www.newspapers.com/image/5575397/?match=1&terms=%22%20D-X%20%22%20%20Station%20>.

Voight, Jason. Rock of Ages Historical Marker. Last modified July 2, 2021. <https://www.hmdb.org/m.asp?m=176319>.

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**Previous documentation on file (NPS):**

preliminary determination of individual listing (36 CFR 67) has been requested  
 previously listed in 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:**

State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other

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Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):**

\_\_\_\_\_

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**10. Geographical Data**

**Acreage of Property** less than 1

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: 36.871469

Longitude: -94.877900

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

The Parcel faces east onto South Main Street and west onto the Main Street Alley Way. The northern boundary connects to the neighboring Lots 22-23. The southern boundary connects to the neighboring Lot 28.

The legal description for the parcel is LTS 24-27, BLK 117 Original Plat I (GARAGE).

**Boundary Justification** (Explain why the boundaries were selected.)

Boundaries align with the Ottawa County Tax Assessor and Parcel Data and include all original structures associated with the Hudson Service Station.

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**11. Form Prepared By**

name/title: Jacob Waters, Architectural Historian

organization: Trileaf Corporation

street & number: 1515 Des Peres Road

city or town: St. Louis state: MO zip code: 63131

e-mail: j.waters@trileaf.com

telephone: 314-997-6111 x426

date: \_\_\_\_\_

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)



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### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Cummins D-X Service Station

City or Vicinity: Miami

County: Ottawa

State: Oklahoma

Photographer: Jacob Waters, M.A.

Date Photographed: July 31<sup>st</sup>, 2023.

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 13.

### Photographs:

Photo 1: Exterior Facade, camera facing east.

Photo 2: Exterior Facade, focus on existing façade cover, camera facing north.

Photo 3: Exterior Facade, camera facing north, northeast.

Photo 4: Exterior Facade, camera facing northeast.

Photo 5: Exterior Facade, camera facing south, southeast.

Photo 6: Exterior Facade, camera facing southwest.

Photo 7: Exterior Facade, R&M Logo camera facing west.

Photo 8: Exterior Facade, Architectural Element, camera facing west.

Photo 9: Exterior Facade, Bollards and Garage Door, camera facing west.

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Photo 10: Interior Office, camera facing south.

Photo 11: Interior Office, camera facing south.

Photo 12: Interior Garage, camera facing west.

Photo 13: Interior Garage, camera facing west.

**Figures:**

Figure 1: The 7 A Street Northwest Station, Miami Downton Historic District

Figure 2: The Ruins of the Rock of Ages Filling Station, (35.6603, -97.2740) Arcadia, OK

Figure 3: USGS Topographic Map, Miami, OK 2022

Figure 4: Aerial image of the Cummins D-X Station Parcel

Figure 5: Photo Locations-Exterior

Figure 6: Photo Locations-Interior

**Paperwork Reduction Act Statement:** This information is being collected for nominations 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.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

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Figure 1: The 7 A Street Northwest Station, Miami Downton Historic District



Figure 2: The Ruins of the Rock of Ages Filling Station, (35.6603, -97.2740) Arcadia, OK

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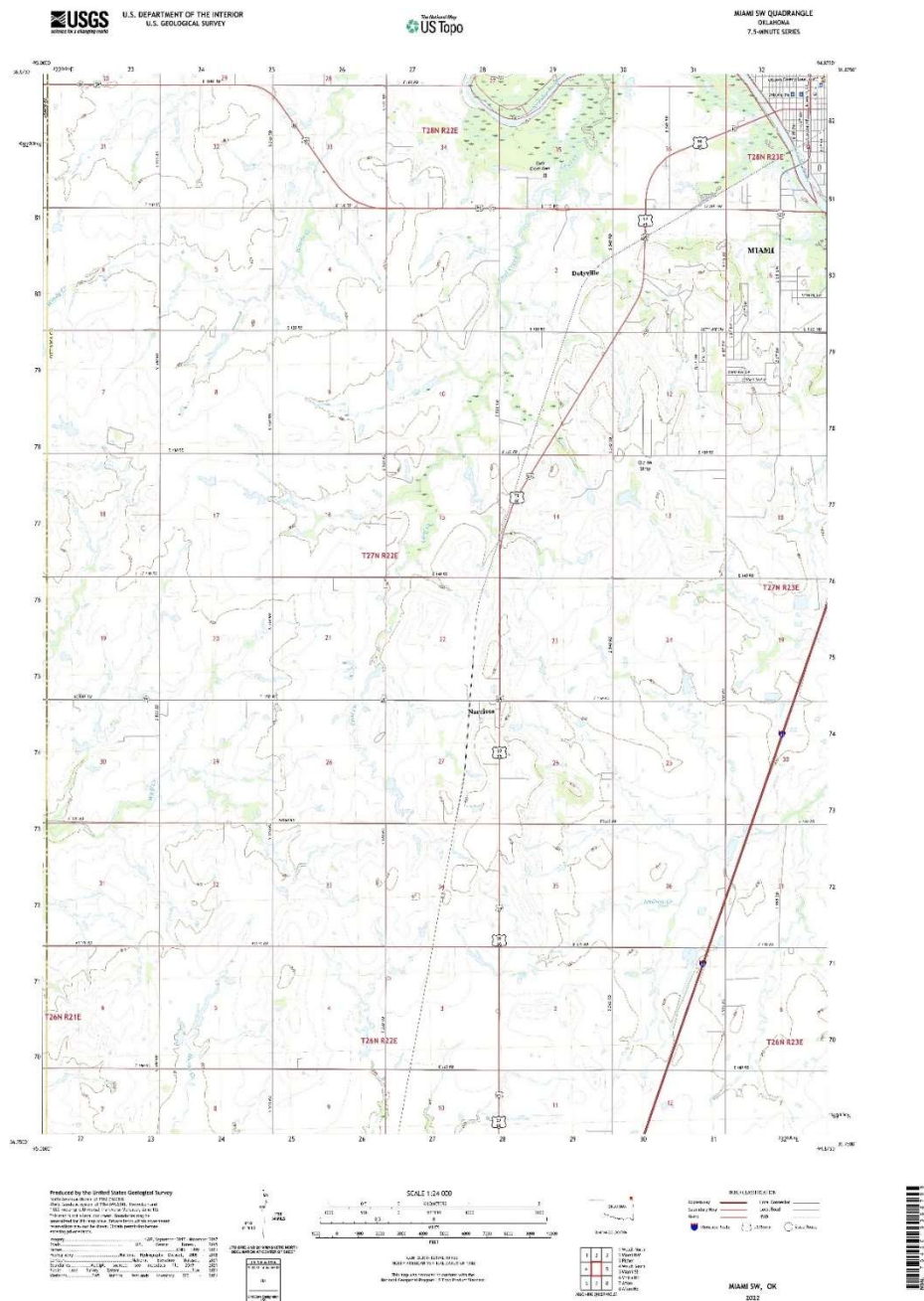


Figure 3: USGS Topographic Map, Miami, OK 2022

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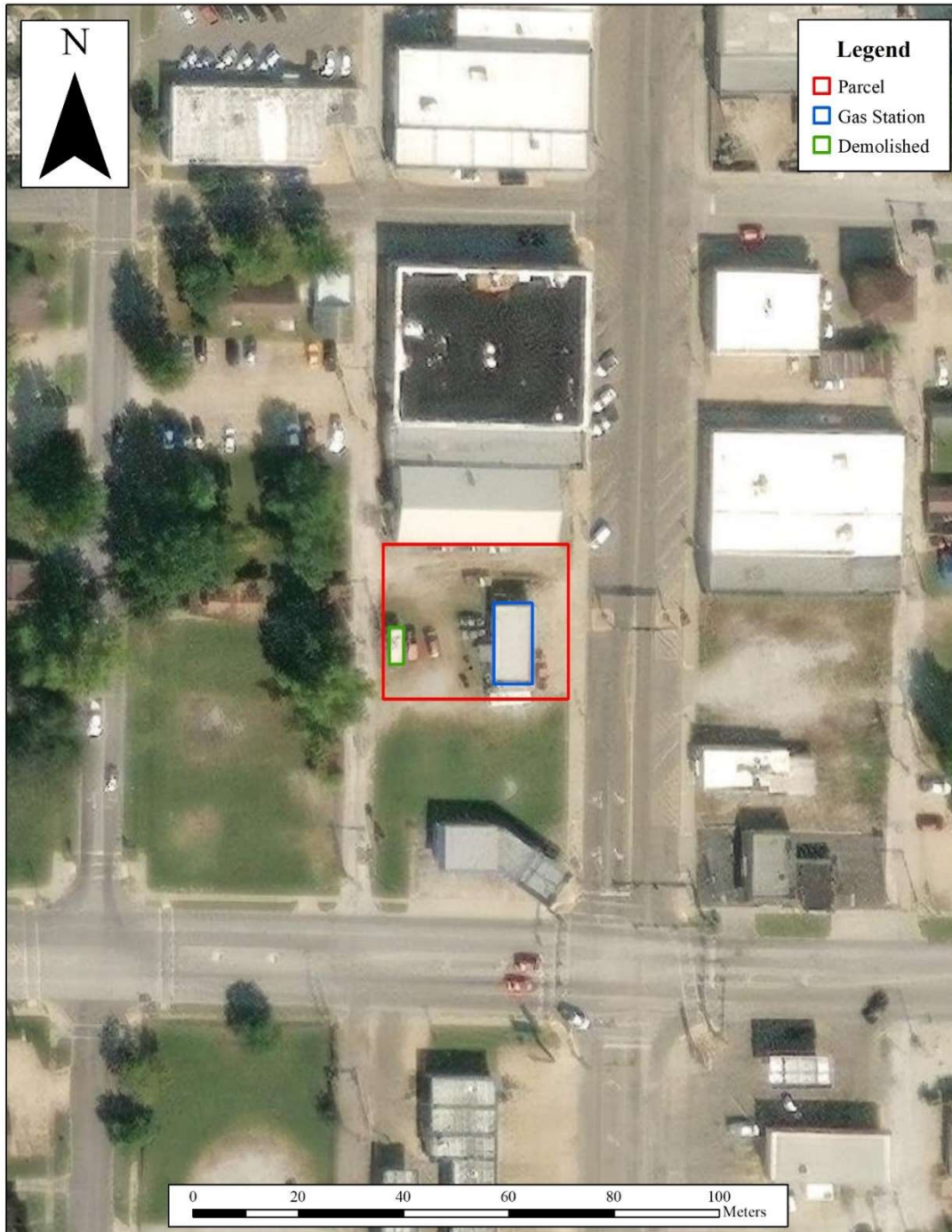


Figure 4: Aerial image of the Cummins D-X Station Parcel

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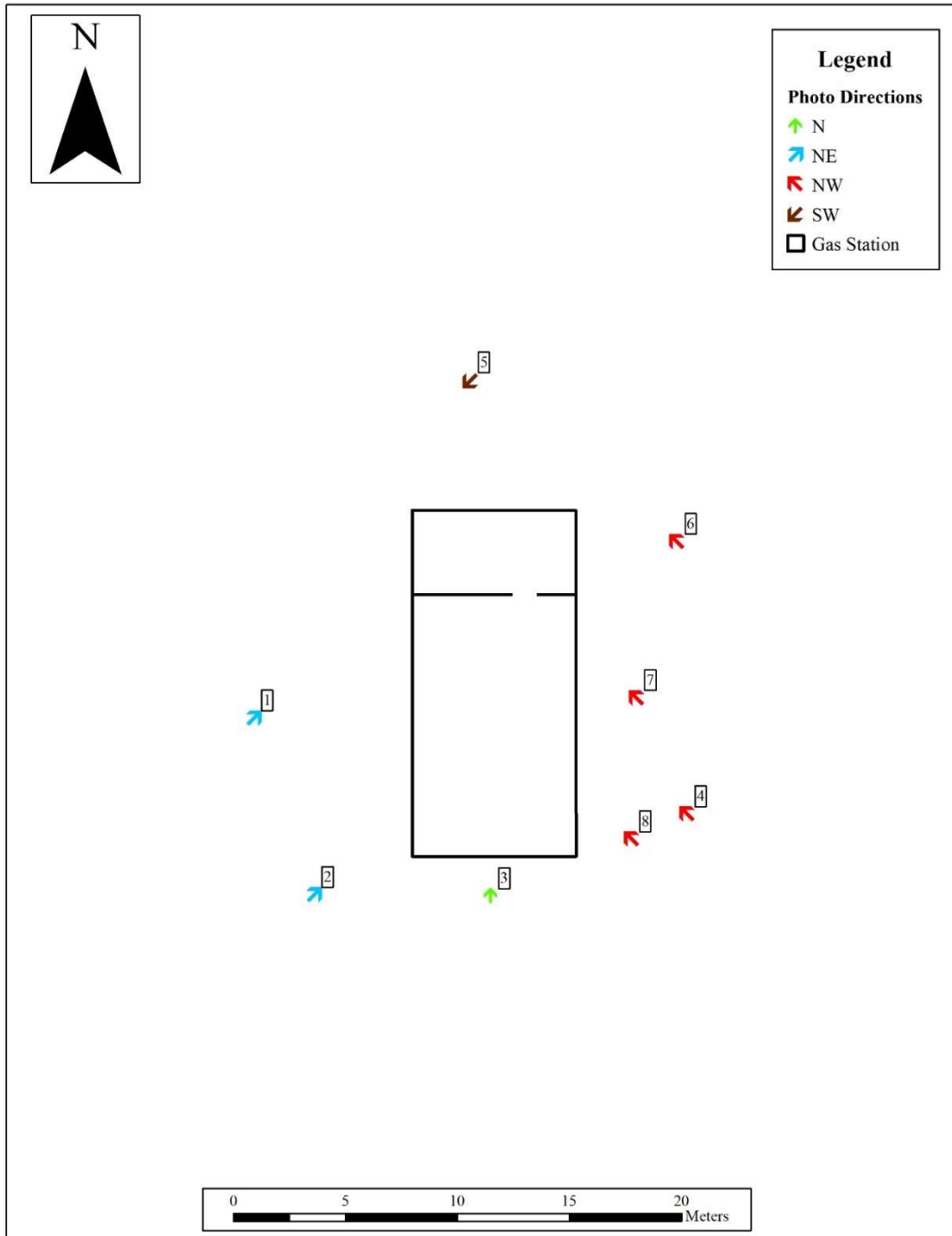


Figure 5: Photo Locations-Exterior

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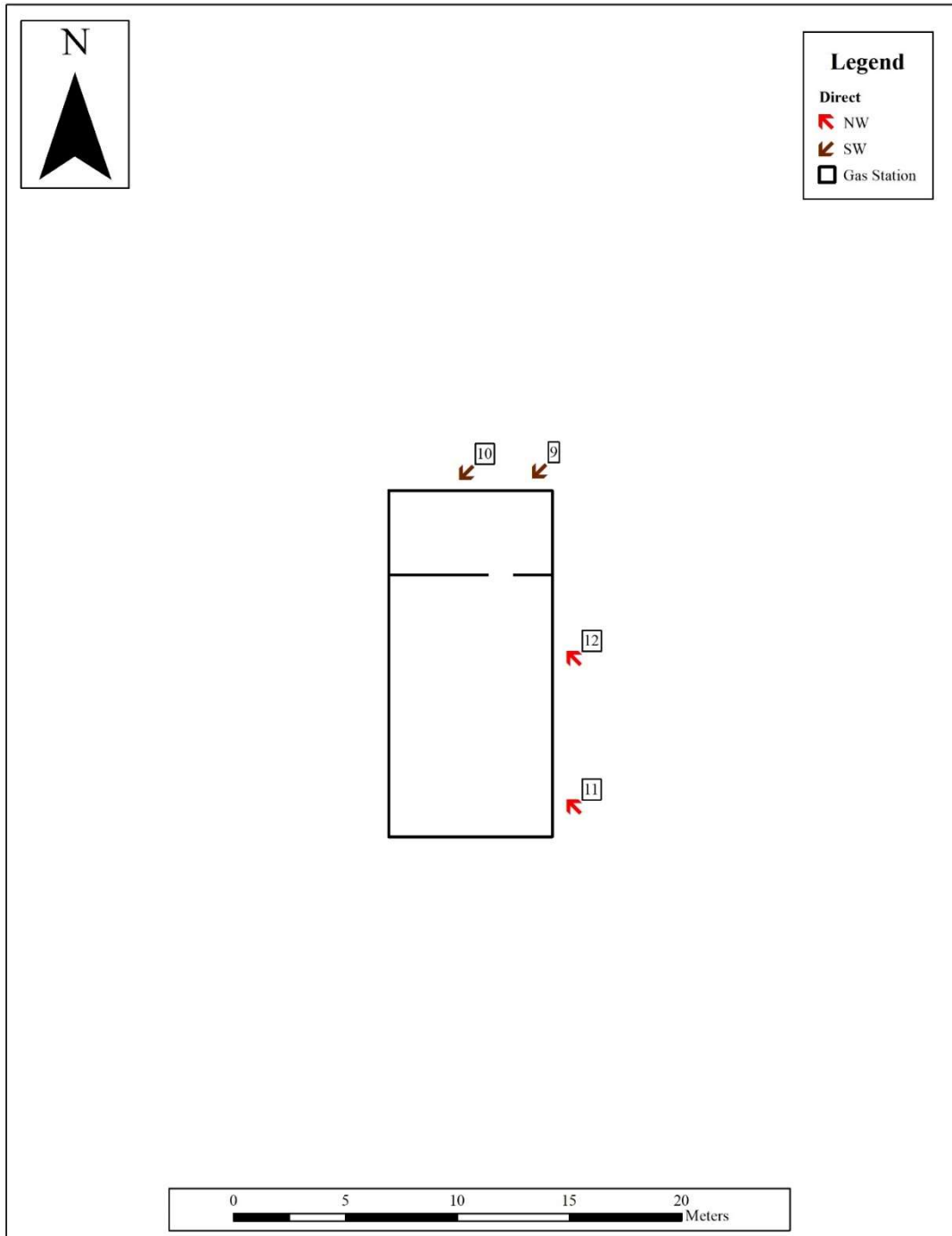


Figure 6: Photo Locations-Interior

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Photo 1: Exterior Facade, camera facing east.

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Photo 2: Exterior Facade, focus on existing façade cover, camera facing north.

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Photo 3: Exterior Facade, camera facing north, northeast.

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Photo 4: Exterior Facade, camera facing northeast.

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Photo 5: Exterior Facade, camera facing south, southeast.

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Photo 6: Exterior Facade, camera facing southwest.

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Photo 7: Exterior Facade, R&M Logo camera facing west.

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Photo 8: Exterior Facade, Architectural Element, camera facing west.



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Photo 9: Exterior Facade, Bollards and Garage Door, camera facing west.

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Photo 10: Interior Office, camera facing south.

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Photo 11: Interior Office, camera facing south.

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Photo 12: Interior Garage, camera facing west.

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Photo 13: Interior Garage, camera facing west.