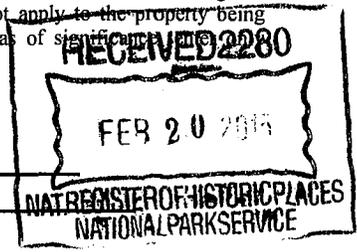


United States Department of the Interior
National Park Service

134

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 categories and subcategories from the instructions.



1. Name of Property

Historic name: Weber River Railroad Bridge

Other names/site number: Ogden Pegram Truss Bridge

Name of related multiple property listing:

N/A

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

2. Location

Street & number: 1/2 mile west of the Union Station, just north of 24th St., along Exchange Rd.

City or town: Ogden State: Utah County: Weber

Not For Publication: Vicinity: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 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 X statewide local

Applicable National Register Criteria:

 X A B X C D

	<u>01/25/15</u>
Signature of certifying official/Title:	Date
<u>Utah Division of State History/Office of Historic Preservation</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

Weber River Railroad Bridge
Name of Property

Weber County, Utah
County and State

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:)

For Eason H. Beall 4.6.13
Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

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

Category of Property

(Check only one box.)

- Building(s)
- District
- Site
- Structure
- Object

Weber River Railroad Bridge
Name of Property

Weber County, Utah
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

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

Number of contributing resources previously listed in the National Register _____

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: Rail Related

Current Functions

(Enter categories from instructions.)

TRANSPORTATION: Rail Related

Weber River Railroad Bridge
Name of Property

Weber County, Utah
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: Pegram Truss Bridge

Materials: (enter categories from instructions.)

Principal exterior materials of the property: _____ STEEL, STONE _____

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.)

Summary Paragraph

Located in a predominately agricultural and industrial sector in west Ogden, the Weber River Railroad Bridge was built in 1897 by the Oregon Short Line Railroad. The 157-foot long single-span, Pegram Truss, pin-connected, steel bridge carries a single track across the Weber River. The bridge crosses the Weber River in a mixed industrial setting, with surrounding deciduous trees and shrubs. The bridge is still in use as a railroad bridge and it retains its historic integrity. (See Figure 1)

Weber River Railroad Bridge
Name of Property

Weber County, Utah
County and State

Narrative Description

Located a half mile west of the Ogden Union Station, just north of the 24th Street viaduct, and just south of Exchange Road, the Weber River Pegram Truss Railroad Bridge was constructed in 1897 and carries track over the Weber River. The bridge was constructed by the Oregon Short Line Railroad. It replaced an iron bridge that had been at the location for the Utah Central Railroad.¹ The steel metal work was fabricated by Edge Moor Bridge Works (based out of Wilmington, Delaware), and it was designed and patented by engineer George H. Pegram.



Figure 1
Diagram of the Pegram design (HAER TI-1, NPS, image).

The Weber River Pegram Truss Railroad Bridge is composed of a 157-foot single-span, pin-connected (as opposed to a rivet connection), Pegram through-truss, and accommodates a single track. It is comprised of six panels, the bottom of the bridge is approximately ten feet above the water bed, and it is supported by stone abutments at each end. Lattice support struts are located on each end of the truss. One minor alteration is the addition of a natural gas pipeline running perpendicular to the girder on the north side of the bridge connected by steel anchors and straps (the connection is not a permanent alteration and therefore does not impact the historical integrity of the bridge).

As represented by this bridge, the Pegram truss was a late-19th Century design that was a hybrid between the Warren and Parker truss systems, where the upper chord members were all of equal length and laid out on the arc of a circle, the longer bottom chords were also of equal length (for standardization), and the vertical posts lean towards the center at an angle.

Two builders plates mounted on the east end of the bridge state the following:

¹ The line later became known as the Evona Branch, a spur to the industrial sector west of Ogden often referred to as Evona.

Weber River Railroad Bridge
Name of Property

Weber County, Utah
County and State

PEGRAM
TRUSS
PATENTED MARCH 24TH
1885

BUILT BY
EDGE MOOR
BRIDGE WORKS
1897

Continuously used for rail transportation and located in its original location, the Weber River Pegram Truss Railroad Bridge has not undergone any major alterations and has been well preserved, thus retaining a high level of historic and structural integrity. Currently, the bridge is owned by the Union Pacific Railroad and is leased to the Utah Central Railway/Patriot Rail, which is responsible for its maintenance. It is used by both the Utah Central Railway and Utah Railway.

Weber River Railroad Bridge
Name of Property

Weber County, Utah
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.
- 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

Weber River Railroad Bridge
Name of Property

Weber County, Utah
County and State

Areas of Significance

(Enter categories from instructions.)

ENGINEERING
TRANSPORTATION

Period of Significance

1897-1964

Significant Dates

1897

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Builder: Oregon Short Line Railroad
Engineer: George H. Pegram
Fabricator: Edge Moor Bridge Works

Weber River Railroad Bridge
Name of Property

Weber County, Utah
County and State

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 Weber River Railroad Bridge, built in 1897, and located in Ogden, Utah, is significant statewide under Criteria A and C. Under Criterion A, the bridge is significant in the area of Transportation. It is the only known Pegram truss span in use in its original location in the United States and is the oldest known railroad bridge in Utah in its original location. Although Ogden is steeped in railroad history, its railroad related resources have increasingly diminished, further adding to the bridge's importance. The bridge represents an outgrowth of the railroad's boom era of growth and expansion in Ogden during the late nineteenth century. Under Criterion C, the bridge is significant in the area of Engineering. It provides a glimpse into the region's solution to the challenge of bridge design and construction during a time of great transportation and industrial development, and is located on the first railroad line (as directed by Brigham Young) in Utah after the Transcontinental Railroad was completed. The bridge is a good example of George H. Pegram's truss design, being the only Pegram truss type in Utah. It remains unaltered, in its original location, and has continually carried train traffic across the Weber River since it was constructed. The bridge retains remarkable integrity and serves as a notable reflection of Pegram's overall engineering skills and is a historic legacy of the man who had a wide-reaching impact on the area—Pegram spent much time in Ogden as the chief engineer for the Union Pacific and as a consultant for the Ogden Pioneer Electric Power Company.

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

Historical Significance: Transportation

The railroad has had a significant impact on the community of Ogden throughout its history. In 1869, just 18 years after the city's incorporation, the railroad made its way to the city. Ogden was locally known as the Junction City because of its location near where the transcontinental railroad joined in Promontory, and because of its position connecting major north-south and east-west railroad routes. Shortly after the joining of the railroads in 1869, the first rail in Utah Territory not connected to the Transcontinental rail line was laid by the Utah Central Railroad. The original main line route of the track corridor laid by the Utah Central Railroad includes the location of the Weber River Pegram Truss Railroad Bridge. This railroad crossing of the Weber River was originally a simple wooden bridge in 1869, replaced by an iron truss span in 1876, and later replaced by this bridge. Under the direction of Brigham Young, that original main line connected Ogden with Salt Lake City; it later became a secondary line and became known as the Evona Branch, providing a spur to the industrial sector west of Ogden City. In 1878, the Union Pacific Railroad took ownership of the Utah Central Railroad, and in 1881 it merged with the Utah Southern Railroad and the Utah Southern Railroad Extension to create the Utah Central

Weber River Railroad Bridge

Name of Property

Weber County, Utah

County and State

Railway, which was a Union Pacific Railroad subsidiary. The company then merged with several others in 1889 to form the Oregon Short Line and Utah & Northern Railway, which was reorganized as the Oregon Short Line Railroad in 1897, the year the Pegram truss bridge was constructed.²

By the late-nineteenth century Ogden began to flourish, propelled by the railroad. Railroad business fostered the growth of industry, banking, and development in the city and led to the rise of many wealthy entrepreneurs; having a lasting impact on the region's landscape and economy. While the railroad continued to prosper, with surges during WWI and WWII, the 1950s and subsequent decades brought a gradual but considerable decline to train traffic, both freight and passenger; leading to the eventual decline in both the number and condition of remaining structures that were related to the railroad.³

The Weber River Pegram Truss Railroad Bridge is one structure that has survived, retains remarkable integrity, and is indelibly linked to the cultural landscape and once engineering prowess of the railroad in Ogden. It was constructed at a time, in 1897, when many other Pegram Truss spans were being built throughout the Intermountain West by the Union Pacific and by the UP subsidiary, Oregon Short Line Railroad. The Weber River Bridge was built by the Oregon Short Line bridge team in September and October of 1897.⁴

Architectural Significance: Engineering

Edge Moor Bridge Company

The fabricators of the bridge, Edge Moor Bridge Works, was created from a company that was formed in 1869 as an iron mill—the Edge Moor Iron Company. The iron company soon evolved into a major manufacturer of structural iron and steel for bridges, viaducts, and roofs. In 1873, Edge Moor Bridge Works was formally incorporated for the production of bridges. The company built many significant bridges in the United States, and they provided much of the metal work for the Brooklyn Bridge. In 1880, Edge Moor hired George H. Pegram, future designer of the bridge truss system over the Weber River, as chief engineer of the company (see below for additional information on Pegram and his truss). Pegram's tenure at Edge Moor was an important one as he began life-long associations with many prominent engineers and it was at

² Donald W. Strack. *Ogden Rails: A History of Railroads in Ogden, Utah from 1869 to Today*, (Ogden, UT: Golden Spike Chapter, Railway and Locomotive Historical Society, 1997).

³ Jalynn Olsen. *Building by the Railroad: The Historic Commercial and Industrial Architecture of Ogden, Utah*, (Salt Lake City, UT: University of Utah Graduate School of Architecture: 1998).

⁴ "Railroad Notes," Salt Lake Herald, March 19 and May 10, and May 17, 1897; Ogden Standard, October 3, 1897; and Salt Lake Tribune, October 28, 1897. Although the erection of the bridge was a straightforward process, as the parts were prefabricated and sent via the railroad to the site, there was a delay in its construction as the metal work, being sent via train from the Edge Moor Bridge Company in Wilmington, Delaware, was slow in arriving.

Weber River Railroad Bridge
Name of Property

Weber County, Utah
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the company, in 1885, that he designed and patented his Pegram truss. Pegram worked at Edge Moor until 1886. The Edge Moor Bridge Works was operational until 1900 when it became one of the companies purchased by J.P. Morgan and his American Bridge Company.⁵

The Pegram Truss

The Pegram truss is a hybrid between the Warren and Parker truss systems. A truss is a structural property that has an assemblage of relatively short components arranged in a series of triangles. Used primarily for roofs and framing in the 1700s, by the 1800s engineers explored truss systems for bridge use.⁶ A popular early truss, the Warren truss, developed in the 1840s, features diagonals that are heavier than the verticals and has parallel top and bottom chords, which lead to the use of more metal than was structurally necessary. Another early truss, the Parker, featured compression posts of several different lengths, as are the individual members of the top chord, which created a polygonal (and unparallel) shaped truss. At the manufacturing site, this required resetting the stamps for different lengths of steel several times during fabrication—it was this issue which George Pegram addressed in his original design.⁷

The Pegram design uses the same length for all of the top chord members, the same length for each of the compression posts, and the same length for the bottom chord members. Pegram's reasoning was that this simplification would save manufacturing costs by minimizing the stamp tool resetting time and, therefore, cost. Further, this would simplify erection of the final bridge in the field since the individual components of the three major segments (top chord, posts, and bottom chord) were essentially interchangeable. In practice, Pegram modified this design by using different post lengths to provide a more circular arc to the upper chord. The upper and lower components, however, stayed true to concept. When assembled, the Pegram truss produces a very distinguishable design. The geometry of the combination of elements produces a design which has the posts arranged at increasing angles from the vertical as one moves from the center of the truss toward the ends.⁸ The Weber River Bridge is an excellent example of this design.

In addition to the declining number of intact railroad-related structures in Ogden, the once prolific Pegram truss bridges throughout the country have largely disappeared. Only twelve known bridges remain—Republican River (Concordia) Bridge, Kansas (converted for vehicles); Minneapolis Bridge, Kansas (relocated); Naches River (Yakima) Bridge, Washington (relocated); Conant Creek Bridge, Idaho (relocated); Grace Bridge Bridge, Idaho (relocated); St. Anthony Bridge, Idaho (relocated); Gimlet Bridge, Idaho (relocated); Cold Springs Bridge, Idaho (relocated); Ririe A Bridge, Idaho (relocated); Ririe B Bridge, Idaho (relocated); Santa Ana

⁵ Donald W. Watts, *Pegram Truss Railroad Bridges of Idaho*, National Register Multiple Property Documentation Form, 1997; and Delaware Department of Transportation, Online PDF, Truss Bridges, http://www.deldot.gov/archaeology/historic_pres/delaware_bridge_book/pdf/truss.pdf, Accessed February 7, 2014.

⁶ Richard L. Cleary, *Bridges*, (New York: W.W. Norton & Company, 2007), 127.

⁷ Watts, Pegram MPS.

⁸ Watts, Pegram MPS.

Weber River Railroad Bridge

Weber County, Utah

Name of Property

County and State

River Bridge, California (abandoned). All bridges, besides the Weber River Pegram Truss Railroad Bridge, have been relocated, abandoned, and/or converted for pedestrian or automobile traffic.

Pegram truss bridges fell out of favor due to many factors near the turn-of-the-century. The trusses were made obsolete as open hearth steel became popular—this new steel was much stronger in compression than the mild steel and wrought iron that the Pegram truss had incorporated. The Union Pacific then began going to rivet-connected Warren and Pratt trusses (as opposed to the pin-connected Pegram trusses). Manufacturers and government engineering departments also favored the more popular Warren and Pratt systems. Finally, the early 1900s witnessed an alteration in railroad traffic towards using considerably heavier steam locomotives on the main lines than most Pegram truss bridges were designed to carry. The Weber River bridge sits on a line that became a secondary branch or spur early on in its history thus it was never exposed to the heavy traffic many other Pegram truss bridges experienced, a factor in its preservation.⁹

George H. Pegram

Mr. Pegram was born in Council Bluff, Iowa, in 1855, received his civil engineering degree from Washington University in St. Louis in 1877, and shortly thereafter began working for the Utah and Northern Railroad survey crew in Idaho. As referenced above, in 1880 he became the chief engineer for the Edge Moor Iron Company (later the Edge Moor Bridge Company, who fabricated the Weber River Bridge), and in 1885, while still at Edge Moor, he patented the Pegram truss design.¹⁰ In 1887, Pegram published a description of his design in the leading professional engineering journal of the time, *Engineering News*, and then in 1889 he made a successful bid to construct his first bridge over the Verdigris River in Indian Territory (now Oklahoma) for the Missouri Pacific Railway Company. As a result of the success of that project, he was brought to the attention of S.H.H. Clark, vice president and general manager of the Missouri Pacific, and he was subsequently hired under the direction of James W. Way, to oversee the construction of all new lines for the railroad and to replace many of the bridges on the old line. Many bridges were built by Pegram during this era; for example, in 1890 it was estimated that over 20 Pegram truss bridges were constructed for the Missouri Pacific. In 1891 Pegram designed the monumental Union Station train shed (completed in 1893) in St. Louis and is now a National Historic Landmark. In 1893, Pegram left the Missouri Pacific and became the chief engineer for the Union Pacific.

As the engineer for the Union Pacific, Pegram spent considerable time in Utah, and particularly in Ogden. In 1895 he was contracted by the Pioneer Electric Company, of Ogden, to design the steel pipeline for their new power plant, which was riveted together by a machine of his own design, the Pegram Riveter. Ultimately, Mr. Pegram left the Union Pacific in 1898 and moved to

⁹ J.R. Beran, Union Pacific, to Don Watts, Idaho State Historic Preservation Office, June 8, 1990.

¹⁰ It is one of hundreds of bridge patents to be granted during this time period; no other country experimented with the truss form as did the United States. Cleary, *Bridges*, 36.

Weber River Railroad Bridge
Name of Property

Weber County, Utah
County and State

New York City to help develop the city's mass transit system, where he stayed for the remaining 40 years of his life. Widely respected as a professional engineer, he served as director of the American Society of Civil Engineers from 1902 to 1904, as president in 1917, and as an honorary board member in 1931.¹¹ He died in 1937.

9. Major Bibliographical References

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

Cleary, Richard L. *Bridges*. New York: W.W. Norton & Company, 2007.

Olsen, Jalynn. *Building by the Railroad: The Historic Commercial and Industrial Architecture of Ogden, Utah*. Salt Lake City, UT: University of Utah Graduate School of Architecture, 1998.

Strack, Don. *Ogden Rails: A History of Railroads in Ogden, Utah from 1869 to Today*. Ogden, UT: Golden Spike Chapter, Railway and Locomotive Historical Society, 1997.

Strack, Don. UtahRails.net Home Page. <http://www.utahrails.net>

Watts, Donald W. *Pegram Truss Railroad Bridges of Idaho*. Washington, D.C.: National Register Multiple Property Documentation Form, 1997.

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:

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

¹¹ Watts, Pegram, MPS.

Weber River Railroad Bridge
Name of Property

Weber County, Utah
County and State

Name of repository: Idaho SHPO; Union Pacific Archives

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property Less than one acre

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: 41.132468 | Longitude: -111.591899 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

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

The property is bounded by the exterior dimensions of the bridge and its supporting abutments.

Weber River Railroad Bridge
Name of Property

Weber County, Utah
County and State

Boundary Justification (Explain why the boundaries were selected.)

The boundary is the minimal size necessary to convey the bridge's significance.

11. Form Prepared By

name/title: Chris Hansen/ Historic Preservation Planner
organization: Utah State Historic Preservation Office
street & number: 300 South Rio Grande Street
city or town: Salt Lake City state: Utah zip code: 84403
e-mail clhansen@utah.gov
telephone: 801-245-7239
date: January 15, 2015

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.)

Weber River Railroad Bridge
Name of Property

Weber County, Utah
County and State

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: Weber River Pegram Truss Railroad Bridge

City or Vicinity: Ogden

County: Weber

State: Utah

Photographer: Chris Hansen

Date Photographed: October 2013



Photo 1 of 9. South Elevation. Camera facing northeast

Weber River Railroad Bridge
Name of Property

Weber County, Utah
County and State



Photo 2 of 9. East Elevation. Camera facing west.



Photo 3 of 9. West Elevation and approach. Camera facing east.

Weber River Railroad Bridge
Name of Property

Weber County, Utah
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Photo 4 of 9. Patent Marker. Camera facing east.



Photo 5 of 9. Fabrication Marker. Camera facing west.

Weber River Railroad Bridge
Name of Property

Weber County, Utah
County and State



Photo 6 of 9. Bridge Abutment Connection. Camera facing northeast.



Photo 7 of 9. Eyebar Connection. Camera facing northwest.

Weber River Railroad Bridge
Name of Property

Weber County, Utah
County and State



Photo 8 of 9. Connected Natural Gas Pipeline. Camera facing south.



Photo 9 of 9. Paint Mark. Camera facing north.

Weber River Railroad Bridge
Name of Property

Weber County, Utah
County and State



Figure 2
Weber River Railroad Bridge, c. 1898, shortly after construction.
Courtesy Ogden Union Station Collection

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 100 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.

United States Department of the Interior
National Park Service

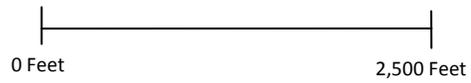
National Register of Historic Places
Continuation Sheet

Section number 8 Page 1

Weber River Railroad Bridge
Name of Property
Weber County, UT
County and State
Name of multiple listing (if applicable)



Weber River RR Bridge
Ogden, Weber County, Utah
Latitude 41.132468° Longitude -111.591899°



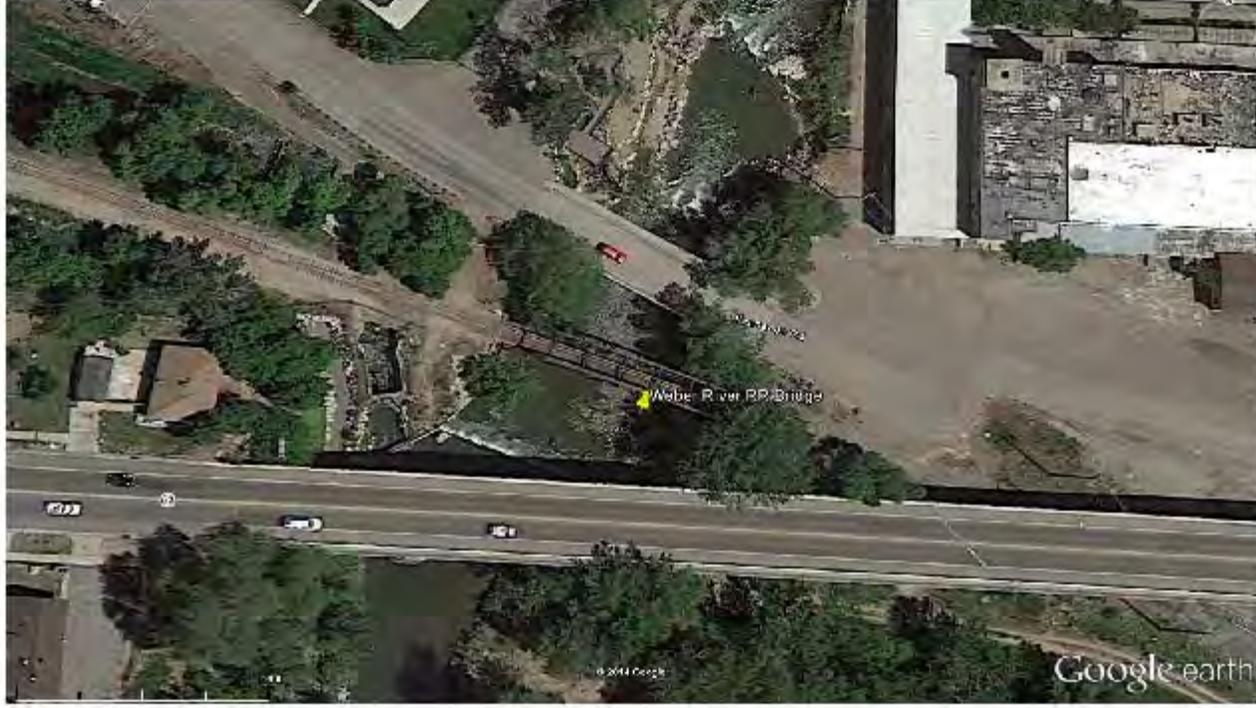
Weber River RR Bridge
Ogden, Weber County, Utah
Latitude 41.132468° Longitude -111.591899°

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 2

----- Weber River Railroad Bridge -----
----- Name of Property Weber County, UT -----
----- County and State -----
----- Name of multiple listing (if applicable) -----



Weber River RR Bridge
Ogden, Weber County, Utah
Latitude 41.132468° Longitude -111.591899°



Weber River RR Bridge
Ogden, Weber County, Utah
Latitude 41.132468° Longitude -111.591899°









PIEGIRAM

TIRIUS

PLATEMENDIWAR

1885



BUILT BY
EDGE MOOR
BRIDGE WORKS
WILMINGTON DEL.

1897







PAINTED
NOBRAC BLK
4-19-45

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Weber River Railroad Bridge
NAME:

MULTIPLE
NAME:

STATE & COUNTY: UTAH, Weber

DATE RECEIVED: 2/20/15 DATE OF PENDING LIST: 3/17/15
DATE OF 16TH DAY: 4/01/15 DATE OF 45TH DAY: 4/07/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000134

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 4/6/15 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

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



2549 Washington Boulevard; suite 140
Ogden Utah 84401
Phone (801) 629-8930

PRESERVING THE PAST TO MAKE THE FUTURE

P. Bradford Westwood
State Historic Preservation Officer
Utah State Historical Society
300 Rio Grande
Salt Lake City, Utah 84101

Dear Mr. Westwood,

In accordance with the requirements of the Certified Local Government Program, we have reviewed the proposed National Register nominations listed below and by majority approval of the Historic Preservation Commission of Ogden, Utah. We recommend that they be submitted for inclusion in the National Register.

The following nomination was considered and approved:

The Weber River Pegram Truss Bridge at approximately 451 West Exchange Road


Chair of Historic Preservation Commission

Date Dec. 4, 2014


Ogden City Mayor

Date DEC 5, 2014



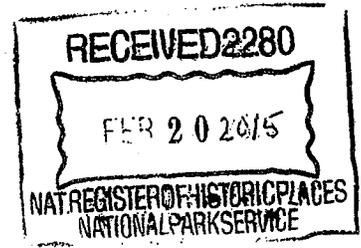
GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

Julie Fisher
Executive Director
Department of
Heritage & Arts

Utah Division of
State History

Brad Westwood
Director



February 12, 2015

J. PAUL LOETHER, DEPUTY KEEPER AND CHIEF
NATIONAL REGISTER OF HISTORIC PLACES
1201 EYE ST. NW, 8TH FL.
WASHINGTON, D.C. 20005

Dear Mr. Loether:

I am pleased to submit the enclosed National Register nominations that have been approved by the Utah State Historic Preservation Review Board and the Utah State Historic Preservation Officer to be considered for nomination to the National Register of Historic Places.

The enclosed disks contain the true and correct copy of the nominations for the following properties to the National Register of Historic Places:

- | | |
|--|------------------|
| Joseph Hill Family Cabin | Davis County |
| Amundsen, Dyre & Maria, House | Salt Lake County |
| Twenty-Ninth Ward LDS Meetinghouse | Salt Lake County |
| Western Macaroni Manufacturing Co. Bldg. | Salt Lake County |
| Weber River Railroad Bridge | Davis County |

The SHPO and Review Board are requesting a substantive review of the Joseph Hill Family Cabin. Please see Review Board meeting minutes discussing the nomination as well as a comment letter from the Utah Department of Transportation regarding their evaluation of the building as part of a Section 106 Review project. These are found in the Correspondence_UT_Salt Lake County_Joseph Hill Cabin.pdf file on the enclosed CD-R.

Thank you for your assistance with these nominations. Please contact me at (801) 245-7242, or coryjensen@utah.gov if you have any questions.

Sincerely,

J. Cory Jensen
National Register Coordinator
Utah State Historic Preservation Office

Enclosures