

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**



042

1. Name of Property

historic name Puente de las Calabazas

other names/site number Bridge #175, Bridge over the Cuyón Bridge

2. Location

street & number SR 14, km. 39.3, Cuyón Ward not for publication

city or town Coamo vicinity

state Puerto Rico code PR county Coamo code 043 zip code 00769

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)


Norma I. Fúster Félix, Architect, Deputy SHPO
Signature of certifying official/Title

February 12, 2009
Date

Puerto Rico State Historic Preservation Office
State or Federal agency or Tribal government

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

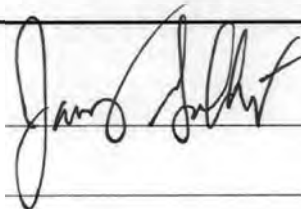
Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
 - See continuation sheet.
- determined eligible for the National Register
 - See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain):



2/17/2009

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

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

Category of Property

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

Number of Resources within Property

Contributing

_____ 0 _____
_____ 0 _____
_____ 1 _____
_____ 0 _____
_____ 1 _____

Noncontributing

_____ 0 _____ buildings
_____ 0 _____ sites
_____ 0 _____ structures
_____ 0 _____ objects
_____ 0 _____ Total

Name of related multiple property listing

Historic Bridges of Puerto Rico _____

Number of contributing resources previously listed in the National Register

_____ 0 _____

6. Function or Use

Historic Functions

Transportation/ road-related

Current Functions

Transportation/ road-related

7. Description

Architectural Classification

Other/ lattice girder with transverse joist

Materials

foundation N/A
walls N/A
roof N/A
other Superstructure Iron
Substructure – concrete, steel, stone

Narrative Description

(See Continuation Sheets)

25% COTTON CONTENT

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 1

Puente de las Calabazas
Coamo, Puerto Rico

=====

NARRATIVE DESCRIPTION

Puente de las Calabazas (also known as Bridge #175) is two lanes vehicular traffic, single span iron lattice girder with transverse joist bridge that is located at kilometer 39.3 of State Road 14, Municipality of Coamo, between the towns of Coamo and Aibonito. This bridge has 5.02 meters in height over the Cuyón River and rests on two ashlar abutments. The bridge measures 21.4 meters long by 6.32 meters in width. The road width is 4.48 meters and is bounded by two small concrete sidewalks. The deck area has 134.82 square meters. The bridge flooring, which is covered by asphalted pavement, has a steel deck which is supported by transverse joists.

Built by the Spanish Government in the latter part of the 19th century, the bridge serves two-way vehicular traffic. The structure has suffered no significant alteration since the period of significance. The bridge retains its essential character, including a high degree of integrity of design, workmanship, feeling, association, materials and setting.

A description of the structure follows:

| | | | |
|-----------------|--------------|--------------------|------------------------|
| Span number: | 1 | Construction date: | 1882 |
| Span length: | 21.44 meters | Superstructure: | iron |
| Total length: | 21.44 meters | Substructure: | stone, steel, concrete |
| Bridge's width: | 6.32 meters | | |
| Roadway width: | 4.48 meters | | |

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.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(See Continuation Sheets)

Engineering _____
Transportation _____

Period of Significance

1882

Significant Dates

1882

Significant Person

N/A

Cultural Affiliation

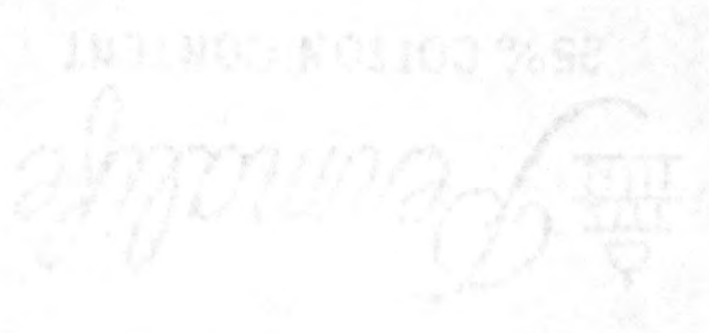
N/A

Architect/Builder

Eugene Rollin & Co.
Camprubí, Raimundo

Narrative Statement of Significance

(See Continuation Sheets)



9. Major Bibliographical References

Bibliography

(See continuation sheets)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:

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

Name of repository: Puerto Rico Highway Authority: General Archives of Puerto Rico: University of Puerto Rico, Mayagüez Campus

10. Geographical Data

Acreage of Property Less than one acre

UTM References

(Place additional UTM references on a continuation sheet)

Zone Easting Northing
1 19 784359 2002001
2 _____

Zone Easting Northing
3 _____
4 _____

____ See continuation sheet.

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title José E. Marull del Río/ State Historian
organization Puerto Rico State Historic Preservation Office date October 29, 2008
street & number PO Box 9066581 telephone 787-721-3737
city or town San Juan state PR zip code 00906-6581

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

name Transportation and Public Works Department
street & number PO Box 41269 telephone (787) 722-2929
city or town San Juan state PR zip code 00940-4262

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 2

Puente de las Calabazas
Coamo, Puerto Rico

=====

NARRATIVE STATEMENT OF SIGNIFICANCE

Puente de las Calabazas is a property of statewide significance under the National Register Criterion C for engineering, and Criterion A for transportation associated with the *Carretera Central*. Built in 1882, the structure was designed by Spanish Engineer Raimundo Camprubí and its iron components were fabricated by the Belgian factory Eugene Rollin & Co.

Background

In 1874 the Spanish Government started work on the Aibonito-Coamo section of the *Carretera Central* (also known as the old Military Road). This road, which crossed the Island of Puerto Rico from north to south, linked the northeastern city of San Juan to the southern coastal town of Ponce.

On June 1, 1875, engineer Raimundo Camprubí of the Corps of Engineers of Roads, Channels and Ports submitted the first project for a bridge over the Cuyón River to the Spanish Government in Madrid. The proposal was divided in two distinct projects – the construction of the work on the bridge's foundations; and another project for the metallic bridge. This proposal suggested limiting the intervention in the foundation and using stone from the site for the bridge's abutments. However, the Advisory Board of Roads, Channels and Ports of the Ministry of Overseas Possessions (Junta Consultativa de Caminos, Canales y Puertos del Ministerio de Ultramar) did not consider the designed foundations secure enough and required a new project with taller abutments. However, the Advisory Board did approve the specifications for the iron bridge. In April 1876 the project for the metallic bridge was relayed to José de Echevarría, Commissioner Engineer of Spanish Public Works in Paris to request bids from French and Belgian metal works firms. Later that year, Engineer Raimundo Camprubí completed a new study on the proposed bridge's foundations and prepared a second project, which was subsequently approved by royal decree of July 18, 1876¹.

In June 30, 1877, the Belgian firm Eugene Rollin & Cía in Ouburg received the commission for preparing the bridge's metallic components. The firm agreed to cast the bridges components for 8,880 francs. The total of the project was 59,608.23 pesetas. The bridge's elements were shipped from the Belgian port of Amberes on the Danish sailing ship "Galeón" in mid December 1877.

¹ Juan E. Castillo, "La Carretera Central – Su Historia", *Revista de Obras Públicas*, Abril 1930, 99; "Proyecto de puente de hierro sobre el río Cuyón, en la carretera de 1^{er} orden n° 1 de la Capital a Ponce, sección de Aibonito a Juana Díaz" Archivo Histórico Nacional, Ultramar, Legajo 368, Expedientes 3 y 4.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 3

Puente de las Calabazas
Coamo, Puerto Rico

=====

In 1878, Engineer Camprubí redesigned parts of this section of the road to deal with a stretch of 7.5 kilometers of the steep Asomantes Slopes in Aibonito². As result of the project's redesign, the location of the bridge was changed. He supervised the construction of the bridge's abutments, accompanying walls, embankment and assembling the iron superstructure³. The stone from the Descalabrado quarry, near the site, was used in making the bridge's abutments. Work on the bridge was completed by 1882⁴.

Importance of Raimundo Camprubí

In 1873, Raimundo Camprubí, of the Spanish Corps of Engineers of Roads, Channels and Ports, arrived to work on the Aibonito-Ponce road that formed part of the Carretera Central. There were only three engineers of the Corps of Engineers of Roads, Channels and Ports in Puerto Rico assigned primarily to the Carretera Central project. From 1873-1879 he was responsible for the important redesign of the Aibonito-Coamo road and in the design of four bridges. He designed the bridges crossing the rivers in Coamo (Descalabrado, Coamo, and Cuyón) and Vega Baja (Cibuco)⁵.

Engineering significance

In the 19th century Spain did not have the industrial capacity to make its own iron bridges. For this reason they need to acquire the bridges from France, Belgium and England. In the 1870's, when construction of the primary roads in Puerto Rico started the Spanish Government decided to replace the wooden bridges with metallic structures. For this reason, the Spanish engineers prepared detailed specifications for the iron bridges that would be carefully studied and evaluated in Spain. These specifications, once approved, would in turn present to the European iron manufacturers through the Spanish Commissioner Engineer in Paris⁶. The construction of the iron lattice girder with transverse joist bridges in Puerto Rico are representative of European technology that was rarely used within the jurisdiction in the United States.

² Ibid., 97.

³ Luis Pumarada O'Neill, "Fichero de puentes elegibles consideradas para designación como puentes históricos", 5 de enero de 1995; Luis F. Pumarada O'Neill, Los puentes históricos de Puerto Rico, diciembre 1991, 76.

⁴ Castillo, "La Carretera Central", 99.

⁵ María de los Angeles Castro, "Apuntes sobre Raimundo Camprubí"; In February 6, 1878, Engineer Camprubí requested authorization to return to Spain due to his failing health. He was finally authorized to return to Spain on November 3, 1880.

⁶ "Carretera de 1^{er} orden núm. 1 de la Capital a Ponce, Sección de Aybonito a Coamo, Proyecto de un puente de hierro sobre el río Cuyon, tramo de hierro", Archivo Histórico Nacional, Legajo 404, Expediente 7.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 8 Page 4

Puente de las Calabazas
Coamo, Puerto Rico

According to Eric Delony, Director of the Historic American Building Survey/ Historic Engineering Record,

By 1800, most European engineers were opened to using cast iron. Architects, however, preferred traditional materials such as granite and marble for the visible parts of the buildings and wood for the hidden structural like roof trusses, and did not accept cast iron as having aesthetic merit or structural value. In the USA, still blessed with abundant virgin forests, early 19th century was the era of "carpenter engineers". Men like Timothy Palmer, Lewis Wernwag, Theodore Burr, and Ithiel Town followed British custom by conceiving and building truss forms predicated on intuition and pragmatic rules of thumb. Their craft tradition of knowledge, passed down from master to apprentice, contrasted with the scientific analysis and mathematical formulas practiced by French government engineers. Models were built and loaded to failure and broken members replaced with stronger ones until the model supported the loading equivalent to a real live load plus a safety factor⁷.

Patents were granted in the USA for composite wood and iron bridges, transitional structures that capitalized on the availability of cheap timber. When the American iron industry caught up with Europe's by the mid-19th century, bridge building took the direction of composite pin-connected trusses, with sophisticated castings for joint blocks and compression members, and forged eyebars and wrought-iron rods for tension members, all fabricated to high tolerances. This allowed them to be assembled easily and inexpensively in the field by unskilled labor using simple tools and erection techniques. The system prevailed in the USA because that country lacked a skill labour force, and the remoteness of many bridge sites hampered the use of sophisticated machinery or the shipping of large bridge parts over long distances. A spirited debate ensued between England and the former colony during the last quarter of the 19th century over which system was best: easily erected pin-connected trusses on the "American Plan," or European-style riveted trusses. Even though the rigid riveted truss was of superior design, American bridges remained competitive in world bridge markets until the early 20th century because they were cheaper and swiftly erected.

For further contextual information regarding bridge building in Puerto Rico, registration requirements, renowned engineers and firms, and property types, see related multiple property listing "Historic Bridges of Puerto Rico".

⁷ Taken from article "Context for World Heritage Bridges" A joint publication with TICCIH, 1996 by Erick DeLony. Can be accessed at <http://www.icomos.org/studies/bridges.htm>.

**United States Department of the Interior
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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 9 Page 5

Puente de las Calabazas
Coamo, Puerto Rico

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MAJOR BIBLIOGRAPHICAL REFERENCES

- Castillo, Juan E. "Carretera Central. -Su Historia." Revista de Obras Públicas 7:4 (Abril 1930): 98-99.
- DeLony, Eric. "Context for World Heritage Bridges". Joint publication with TICCIH, 1996. (<http://www.icomos.org/studies/bridges.htm>).
- Pumarada O'Neill, Luis. "Fichero de Puentes elegibles considerados para designación como puentes históricos". Informe final para Oficina de Estudios Ambientales, Autoridad de Carreteras y Transportación de Puerto Rico. 5 de enero de 1995.
- . Los Puentes Históricos de Puerto Rico. Centro de Investigación y Desarrollo, RUM, Mayagüez, 1991.
- . "Historic Bridges of Puerto Rico, c. 1840-1950". Multiple Property Submission (MPS) prepared for PRSHPO on July 31, 1994. MPS approved by National Park Service on July 19, 1995.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 10 Page 6

Calabazas Bridge
Coamo, Puerto Rico

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GEOGRAPHICAL DATA

Verbal Boundary Description

The nominated property is a rectangular shaped parcel measuring 21.44 X 6.32 meters, which is centered on the coordinates in section 10 (Zone 19, Easting 784359, Northing 2002001). Included within this rectangular parcel are the bridge's superstructure, substructure and floor systems.

Boundary Justification

The nominated structure includes the bridge's superstructure, substructure, floor system, any approach spans and the property on which they rest. These boundaries encompass, but not exceed, all of the property that has been historically associated with this bridge.

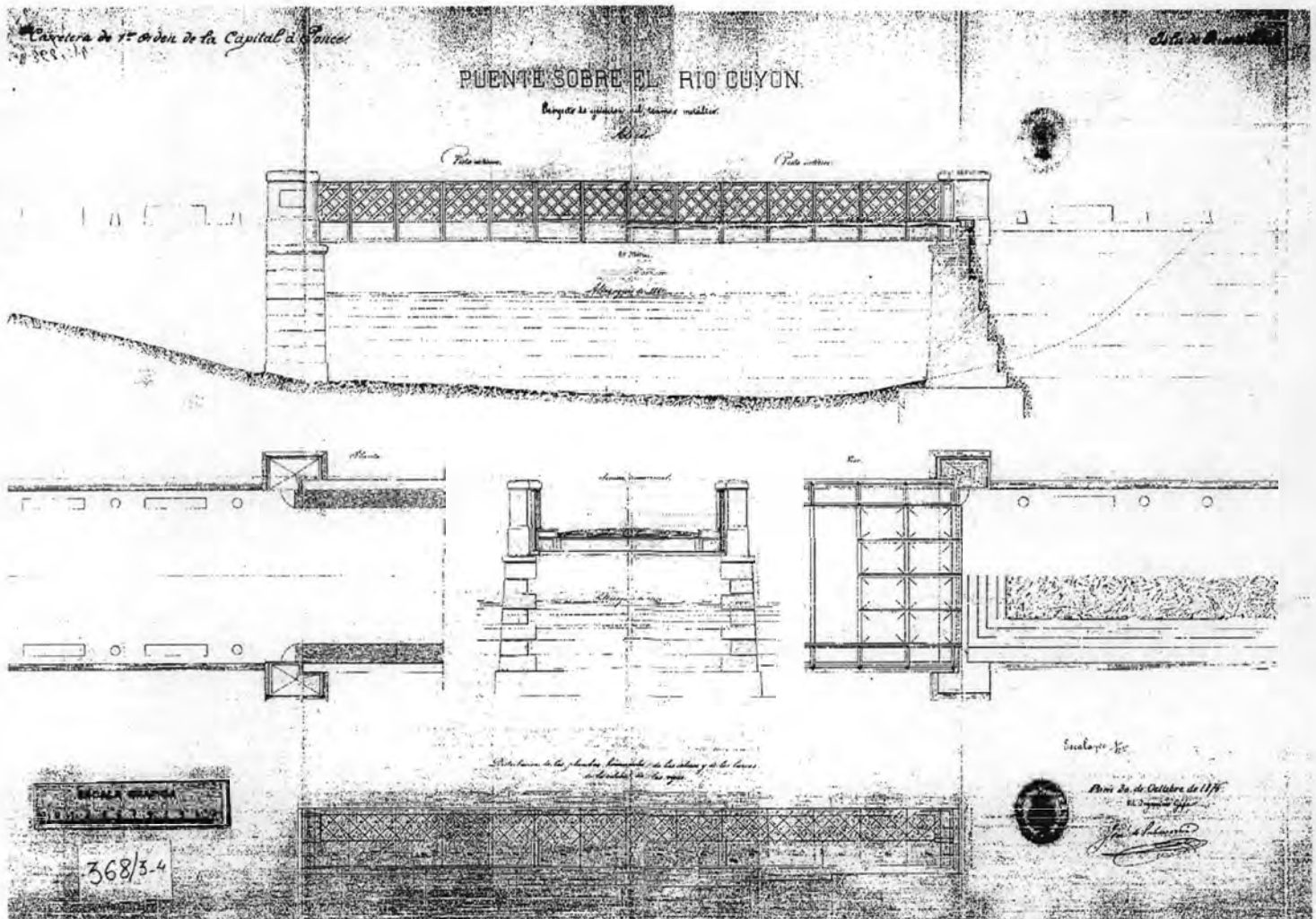
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National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Page 7

Additional Graphic Documentation

Puente de las Calabazas
Coamo, Puerto Rico



Drawings of the revised project for a metallic bridge over the Cuyón River, Coamo. Prepared on October 30, 1876 in Paris, France, by Engineer in chief José de Echevarría. Archivo Histórico Nacional, Ultramar, Legajo 368, Expediente 4.

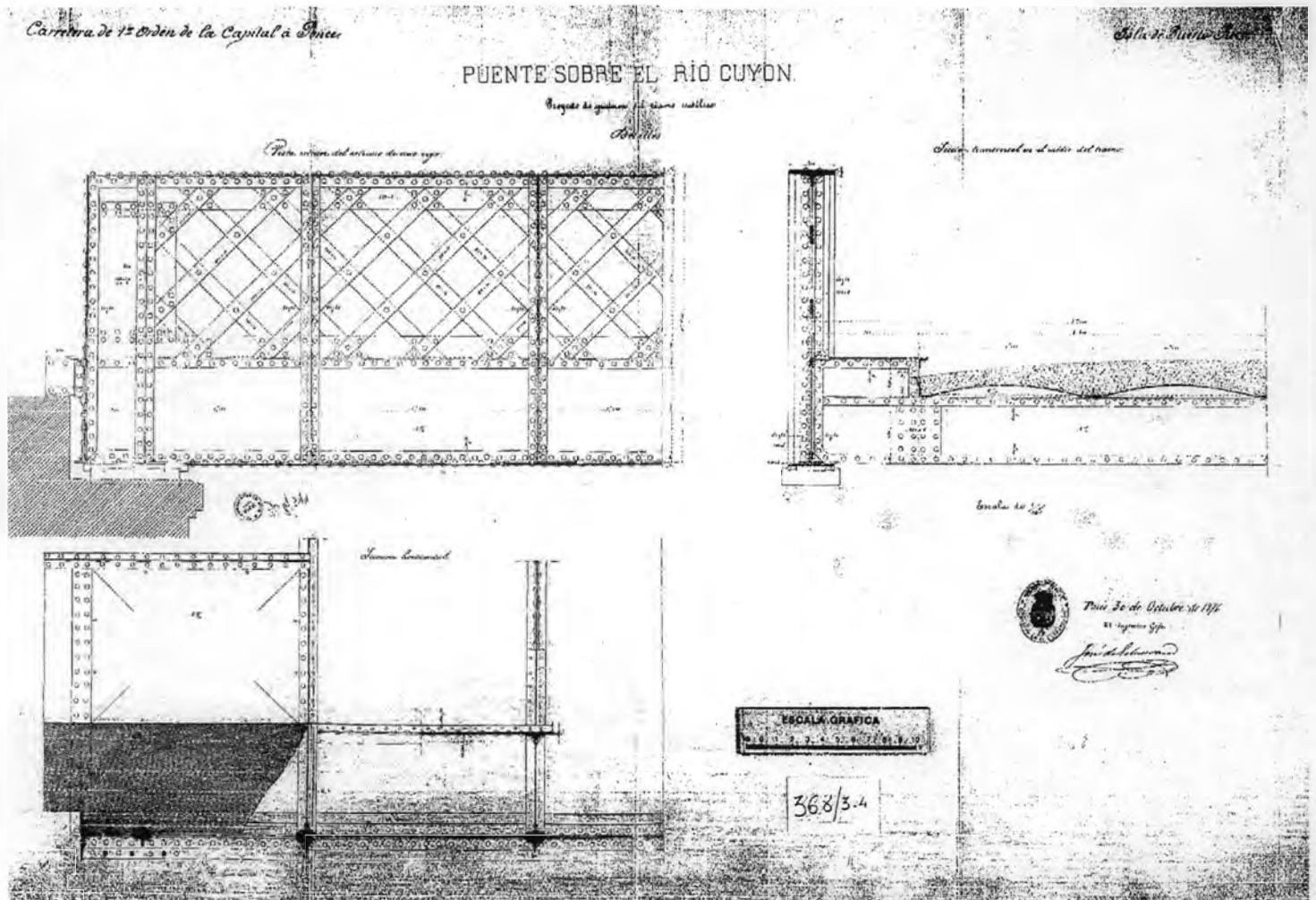
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National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Page 8

Additional Graphic Documentation

Puente de las Calabazas
Coamo, Puerto Rico



Drawings of details for the revised project for a metallic bridge over the Cuyón River, Coamo. Prepared on October 30, 1876 in Paris, France, by Engineer in chief José de Echevarría. Archivo Histórico Nacional, Ultramar, Legajo 368, Expediente 4.

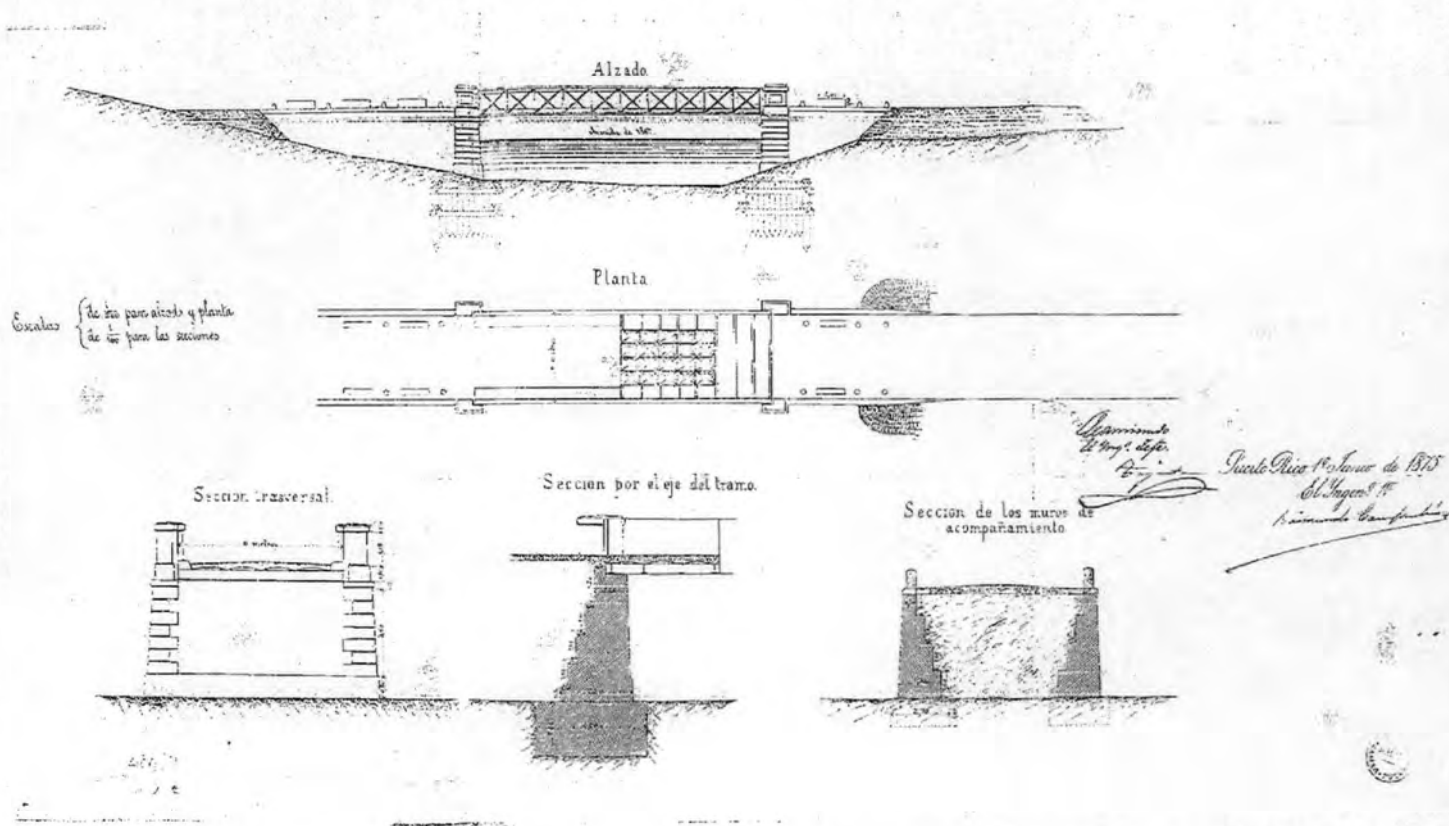
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National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Page 9

Additional Graphic Documentation

Puente de las Calabazas
Coamo, Puerto Rico



Drawing of the original project by Raimundo for the construction of a metallic bridge over the Cuyón River, Coamo, Puerto Rico, June 1, 1875. Archivo Histórico Nacional, Ultramar, Legajo 404, Expediente 7.

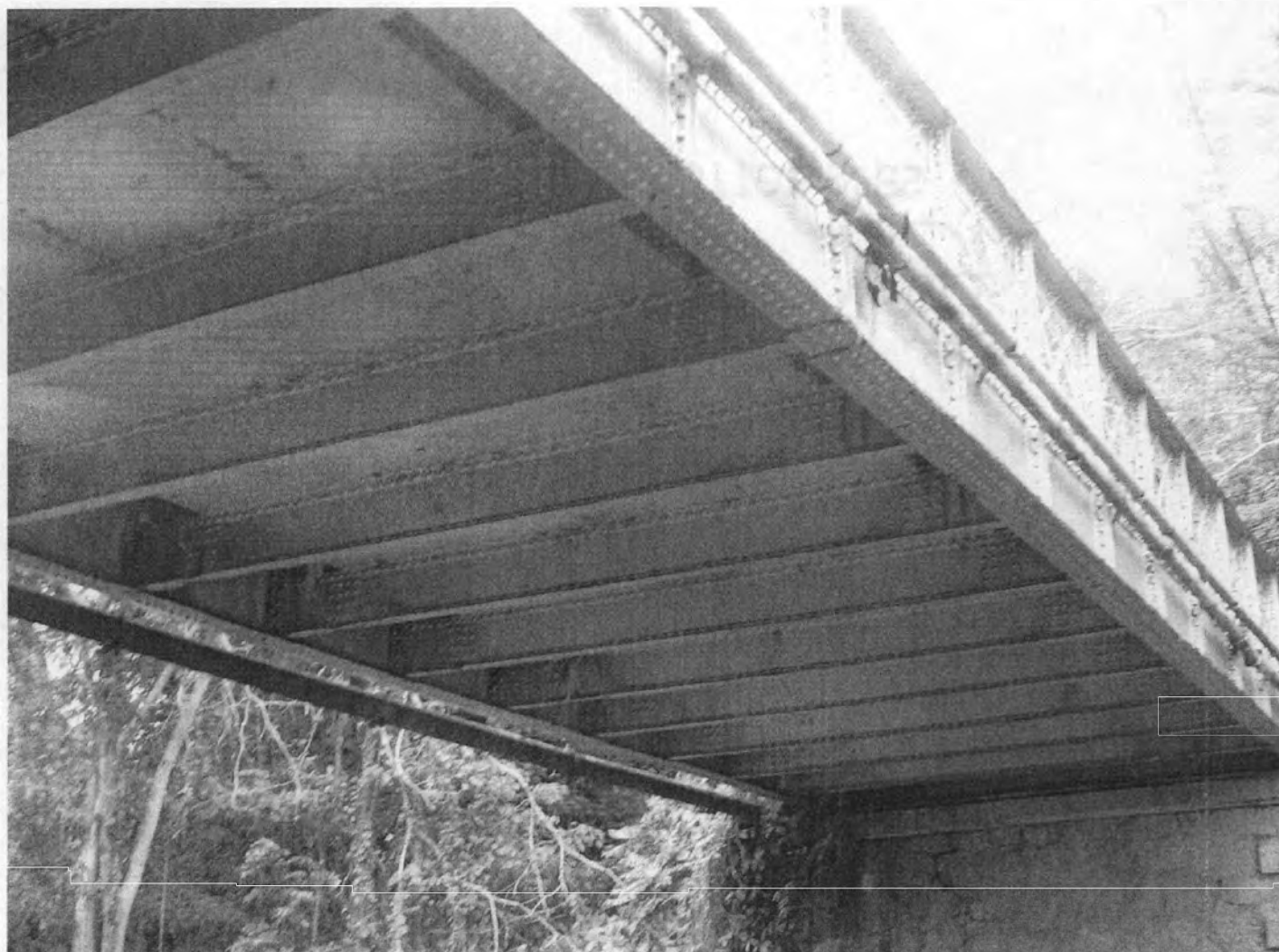
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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Page 10

Additional Graphic Documentation

Puente de las Calabazas
Coamo, Puerto Rico



Close up of the deck of the bridge. Photo taken on September 18, 2008 by José E. Marull, PRSHPO.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Page 11

Additional Graphic Documentation

Puente de las Calabazas
Coamo, Puerto Rico



Photo of the deck and abutment of the bridge over the Cuyón River. Taken by José E. Marull, PRSHPO, September 18, 2008.

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Page 12

Additional Graphic Documentation

Puente de las Calabazas
Coamo, Puerto Rico



Close up photo of the bridge's abutment taken by José E. Marull, PRSHPO, September 18, 2008.

Permalife

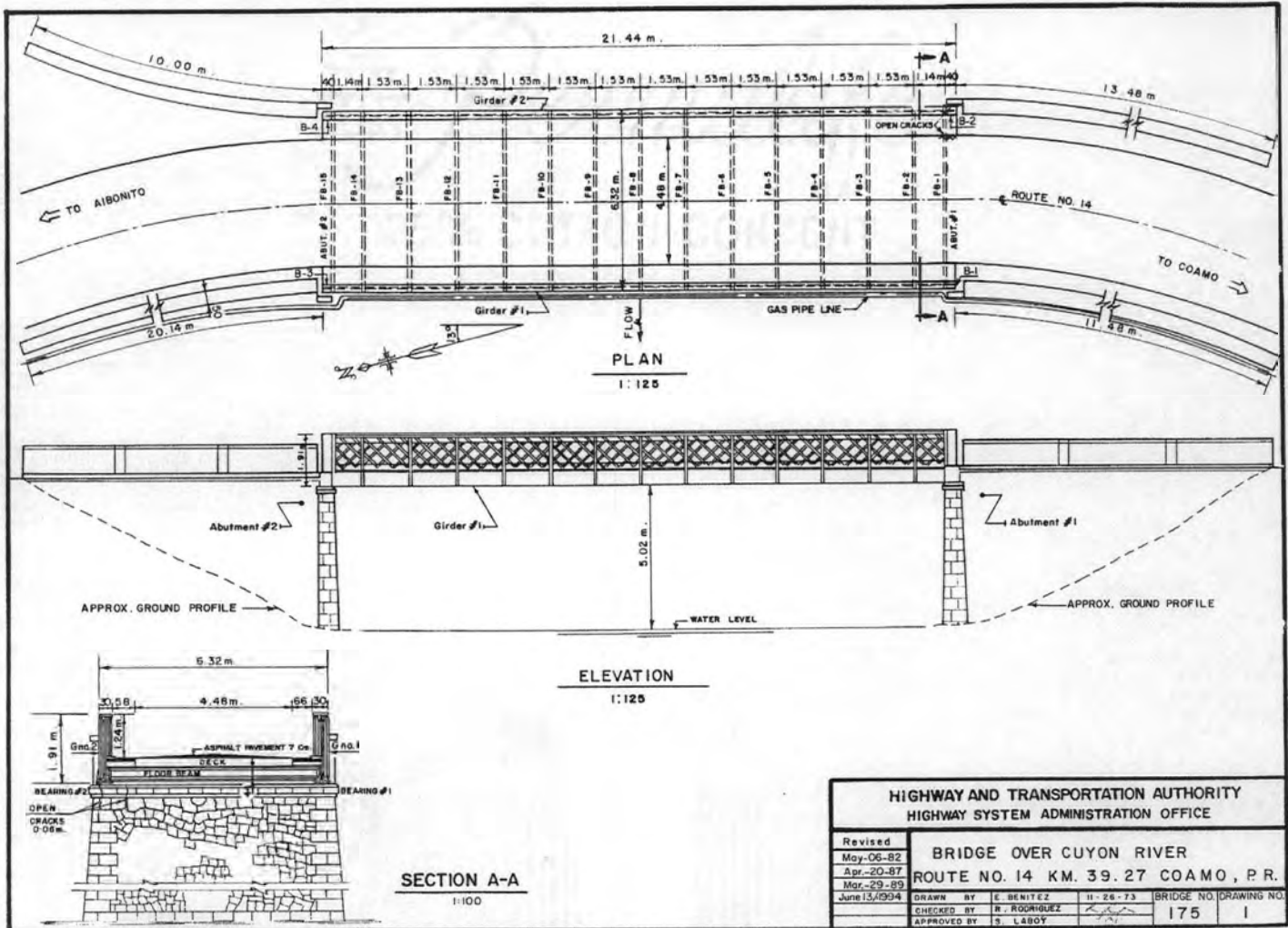
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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Page 13

Additional Graphic Documentation

Puente de las Calabazas
Coamo, Puerto Rico



| HIGHWAY AND TRANSPORTATION AUTHORITY HIGHWAY SYSTEM ADMINISTRATION OFFICE | | | |
|--|----------------------------|----------|---------------------------------|
| BRIDGE OVER CUYON RIVER | | | |
| ROUTE NO. 14 KM. 39.27 COAMO, P.R. | | | |
| Revised May-06-82 Apr.-20-87 Mar.-29-89 June 13/1994 | DRAWN BY E. BENITEZ | 11-26-73 | BRIDGE NO. DRAWING NO. 175 1 |
| | CHECKED BY R. RODRIGUEZ | | |
| | APPROVED BY S. LABOY | | |

Plan, Elevations and Section A-A of the Bridge over Cuyon River prepared by the Puerto Rico Highway and Transportation Authority.

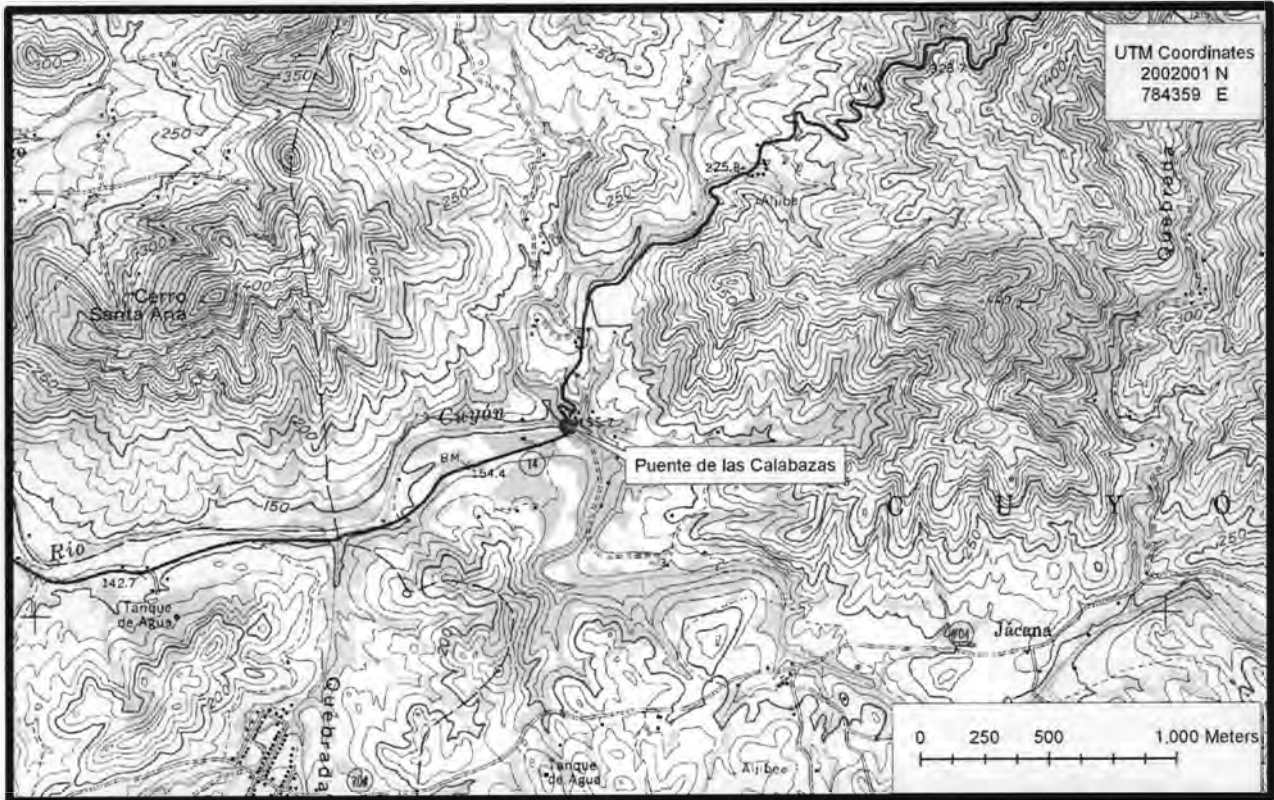
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National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Page 14

Additional Graphic Documentation

Puente de las Calabazas
Coamo, Puerto Rico



Site Map
Puente de las Calabazas
Coamo, Puerto Rico



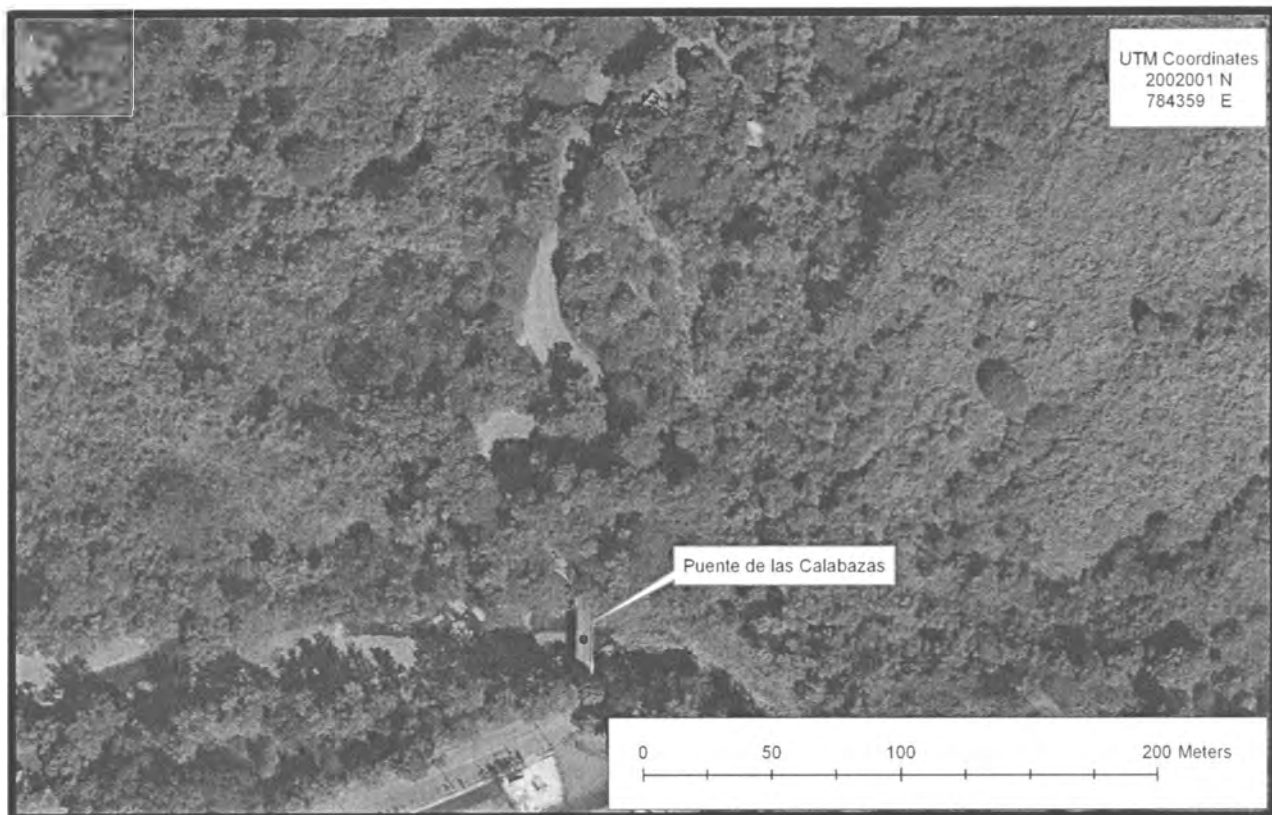
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National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Page 15

Additional Graphic Documentation

Puente de las Calabazas
Coamo, Puerto Rico



| | | |
|---|---|----------------|
| <p>Source: Government of Puerto Rico, 2007. Aerial Photography.</p> | <p>Site Map Puente de las Calabazas Coamo, Puerto Rico</p> | <p>1:2,000</p> |
|---|---|----------------|

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Puentes de las Calabazas
NAME:

MULTIPLE Historic Bridges of Puerto Rico MPS
NAME:

STATE & COUNTY: PUERTO RICO, Coamo

DATE RECEIVED: 1/09/09 DATE OF PENDING LIST: 1/27/09
DATE OF 16TH DAY: 2/11/09 DATE OF 45TH DAY: 2/22/09
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 09000042

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: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 2/17/2009 DATE

ABSTRACT/SUMMARY COMMENTS:

Excellent example of lattice girder bridge. ~~is~~ one of few extant.
meets requirements of MPS.

RECOM./CRITERIA Accept A+C

REVIEWER J. G. [Signature]

DISCIPLINE _____

TELEPHONE _____

DATE 2/17/2009

DOCUMENTATION see attached comments Y/ see attached SLR Y/

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









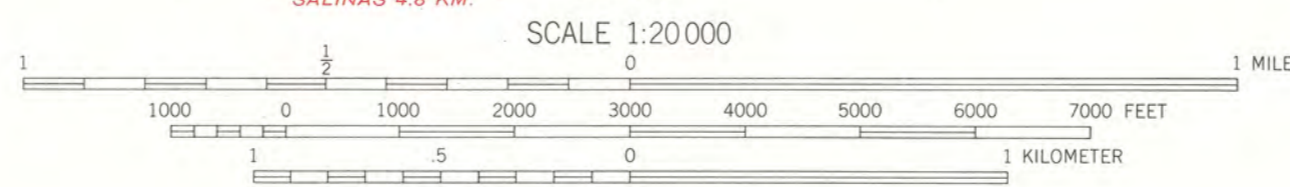


78459



Maped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial photographs
taken 1941. Field checked 1942-1943. Revised from aerial
photographs taken 1968. Field checked 1972
Polyconic projection. Puerto Rico datum, 1940 adjustment
2000-meter grid based on Puerto Rico coordinate system
Barrio and municipality boundaries by the Puerto Rico
Planning Board
Kilometer reference distances shown in red

APPROXIMATE MEAN
DECLINATION, 1972



CONTOUR INTERVAL 10 METERS
DASHED LINES REPRESENT 5-METER CONTOURS
DOTTED LINES REPRESENT 1-METER CONTOURS
DATUM IS MEAN SEA LEVEL

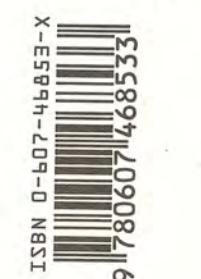
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
AND DEPARTMENT OF PUBLIC WORKS, SAN JUAN, PUERTO RICO 00910
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



Puerto Rico
Coamo, Puerto Rico
Zone 19 78459 2002001

ROAD CLASSIFICATION
Primary highway, all weather, hard surface
Secondary highway, all weather, hard surface
Light duty road, all weather, improved surface
Unimproved road, fair or dry weather
Insular Route

000316
COAMO, P. R.
N1800-W6615/7.5
1972





December 29, 2008



Ms. Janet Snyder Matthews, Ph.D.
National Park Service
National Register of Historic Places
1201 "I" Eye Street, N.W., 8th floor (MS 2280)
Washington, D. C. 20005

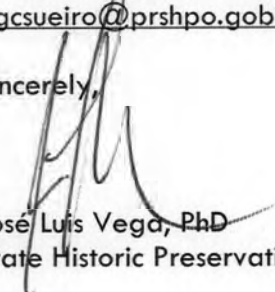
SUBMISSION – PUENTE DE LAS CALABAZAS, COAMO, PR

Dear Ms. Snyder:

We are pleased to submit the nomination of Puente de las Calabazas, in the Municipality of Coamo, for inclusion in the National Register of Historic Places.

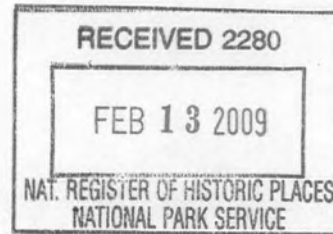
Should have any questions on the nomination, please contact Arch. Arch. Berenice Sueiro, AIT, Conservation Manager at 787-721-3737 or at bgcsueiro@prshpo.gobierno.pr.

Sincerely,


José Luis Vega, PhD
State Historic Preservation Officer

JLV/JEM

Enclosures



February 12, 2009

Ms. Janet Snyder Matthews, Ph.D.
National Park Service
National Register of Historic Places
1201 "I" Eye Street, N.W., 8th floor (MS 2280)
Washington, D. C. 20005

Attention: James Gabbert, Historian, National Register of Historic Places

PUENTE DE LAS CALABAZAS, COAMO, PR

Dear Ms. Snyder:

In response to Mr. James Gabbert's request, we are forwarding the corrected first page of the Puente de las Calabazas nomination. This nomination was submitted by our Office on December 29, 2008.

Should there be any questions on the nomination, please contact Arch. Berenice Sueiro, AIT, Historic Conservation Manager at 787-721-3737 or at bgcsueiro@prshpo.gobierno.pr.

Sincerely,

Norma I. Fuster, Architect
Deputy State Historic Preservation Officer

NIF/JEM / jvr

Enclosure