



NPS Form 10-900
(Rev. 10-90)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

OMB No. 1024-0018

JUN 13 1995

INTERAGENCY RESOURCES DIVISION
NATIONAL PARK SERVICE

1. Name of Property

historic name Cambalache Bridge

other names/site number Puente Francés

2. Location

street & number w of SR 2, Km. 72, Barrios Tanamá/Cambalache

not for publication

city or town Arecibo vicinity X

state Puerto Rico code PR county Arecibo code 013 zip code 00612

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 ___ nationally X statewide X locally. (___ See continuation sheet for additional comments.)

Arleen Pabón PhD
Signature of certifying official

May 25, 1995
Date

Puerto Rico State Historic Preservation Office
State or Federal agency and bureau

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

Signature of commenting or other official

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): _____

Edson H. Beall 7-19-95

~~Entered in the
National Register~~

for Signature of 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	Noncontributing	
<u>0</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing "Historic Bridges of Puerto Rico"

=====
6. Function or Use
=====

Historic Functions

Cat: Transportation Sub: railroad

Current Functions

Cat: Vacant Sub: not in use

=====
7. Description
=====

Architectural Classification Other/ Double intersection Pratt trusses

Materials

foundation	<u>N/A</u>
roof	<u>N/A</u>
walls	<u>N/A</u>
other	<u>superstructure - steel</u> <u>substructure - masonry</u>

Narrative Description (see continuation sheets)
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8. Statement of Significance
=====

Applicable National Register Criteria

- 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

- 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 engineering, transportation, industry

Period of Significance 1893-1944

Significant Dates 1893

Significant Person N/A

Cultural Affiliation N/A

Architect/Builder Compañía de Ferrocarriles de Puerto Rico (CFPR)

Narrative Statement of Significance (see continuation sheets)

9. Major Bibliographical References

Pumarada O'Neill, Luis. Los Puentes Históricos de Puerto Rico. Centro de Investigación y Desarrollo, RUM, Mayagüez 1991.

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: Puerto Rico Highway Authority

Federal agency

Local government

University of Puerto Rico, Mayagüez Campus

Other

Name of repository:

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10. Geographical Data
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Acreage of Property less than one acre

UTM References

	Zone	Easting	Northing	Zone	Easting	Northing
1	19	742640	2042000	3	_____	_____
2	_____	_____	_____	4	_____	_____

_____ See continuation sheet.

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11. Form Prepared By
=====

name/title Luis Pumarada O'Neill, PhD (Revised and edited by PRSHPO)
organization Arqueología Industrial Caribeña date July 31, 1994
street & number 3-D-37 Villa Interamericana telephone (809) 264-4024
city or town San Germán state PR zip code 00683

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Property Owner
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name Autoridad de Tierras de Puerto Rico
street & number Box 9745, Santurce Station telephone 725-9090
city or town San Juan state PR zip code 00908

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National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section ___ Page 1

Cambalache Bridge
name of property

Arecibo, Puerto Rico
county and State

Historic Bridges of Puerto Rico
name of multiple property listing

=====

DESCRIPTION

Narrative Description

Cambalache Bridge, is located west of the Cambalache Sugar Mill and 100 meters west of State Route 2, kilometer 72. The Double Pratt truss bridge, which crosses the river called Río Grande de Arecibo (Photo 1), is 12 feet deep. The magnificent ashlar masonry abutments and piers with circular buttresses and buttress caps, support the massive truss approximately four meters above the normal water level.

The bridge is abandoned, partially covered by vegetation (Photo 2) and endangered by corrosion and frequent floods. Its lower chord, joists and longitudinal floor beams near the western abutment are very corroded and partially covered by soil and vegetation. The rails and ties have disappeared. Also a few of the bridge's diagonals elements, which are applied in parallel pairs, have been cut at the ends probably for reusing the steel. The bridge now has a wooden floor, except for the western end where the soil covers the floor beams.

Nonetheless, Cambalache bridge's structure and setting have not suffered significant alterations since the period of significance. The railway embankment is still there as an agricultural dirt road. The bridge retains a high degree of integrity of design, workmanship, feeling, association, materials, and setting. A description of the structure follows:

span number:	2	construction date:	1893
span length:	24.0 meters	superstructure:	steel
total length:	48.0 meters	substructure:	masonry
roadway wdt.:	3.00 meters	current condition:	abandoned

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Cambalache Bridge
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STATEMENT OF SIGNIFICANCE

Narrative Statement of Significance

Cambalache Bridge is the only extant typical long-span bridge of the "Ferrocarril de Circunvalación" (Circunvalation Railroad), a railway system started in the latter part of the 19th century. As with all other "Compañía de Ferrocarriles of Puerto Rico" (CFPR) bridges, the truss was imported from France. The stretch of rail between San Juan and Arecibo was the first one which CFPR inaugurated in 1891, but it was not until this bridge was finished in 1893 that the trains actually reached the city of Arecibo, located across the river. Before it was opened, the railroad went only as far as the Cambalache Station; passengers and cargo had to be carried across a temporary, wooden road bridge on horse carriages and oxcarts respectively. After its construction, the Cambalache Bridge, then called Puente "Francés," was an important transportation link in the railway system connecting the northern coastal region's cities, communities, farms and sugar mills.

The bridge continued to be used for railroad transportation under the American Railroad Company (1902-1920), and later under the American Railroad Company of Puerto Rico (1920-1953). However, in 1953 the American Railroad Company of Puerto Rico closed down operations due to bankruptcy and most of the railroad bridges were dismantled and their metal sold for reuse. However, Cambalache Sugar Mill (established in 1905) acquired the Cambalache Bridge as part of its 36 kilometer railway system used to transport freight and passengers. By the 1960s the sugar mill eliminated railroad transportation, removing the bridge's rails and installing a wooden floor for use by tractor pulled wagon trains. After the mill closed down C.1975, and sugar cane harvesting was substituted with dairy cattle ranching, the bridge floor was purposely damaged by the lessee to prevent cows from crossing or being stolen.

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

GEOGRAPHICAL DATA

Verbal Boundary Description

The nominated property is a rectangular shaped parcel measuring 48.0 X 3.00 meters, which is centered on the coordinates listed above. Included within this rectangular parcel are the bridge's superstructure, substructure and floor system.

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.