



United States Department of the Interior  
National Park Service

789

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name San Antonio Railroad Bridge

other names/site number Puente Ferroviario San Antonio, Puente #1571, Bridge No. 1571

## 2. Location

street & number Spanning San Antonio Channel at PR-1 east of San Juan Islet  not for publication

city or town San Juan  vicinity

state Puerto Rico code PR county San Juan code 127 zip code 00906

## 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 at the following level(s) of significance:

\_\_\_ national  statewide \_\_\_ local

Carlos A. Rubio Cancela, Architect  
Signature of certifying official

August 19, 2009  
Date

State Historic Preservation Officer  
Title

Puerto Rico State Historic Preservation Office  
State or Federal agency/bureau or Tribal Government

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

\_\_\_\_\_  
Signature of commenting official

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

\_\_\_\_\_  
State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register

\_\_\_ determined eligible for the National Register

\_\_\_ determined not eligible for the National Register

\_\_\_ removed from the National Register

\_\_\_ other (explain:)

Edson H. Beall  
Signature of the Keeper

9.30.09  
Date of Action

**5. Classification**

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

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

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

<input type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input checked="" type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
0	0	buildings
0	0	district
0	0	site
1	0	structure
0	0	object
1	0	<b>Total</b>

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

**Number of contributing resources previously listed in the National Register**

Historic Bridges of Puerto Rico

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

TRANSPORTATION/rail-related

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**Current Functions**  
(Enter categories from instructions)

Transportation/ pedestrian-related

Vacant/ not in use

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**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

Other/ longitudinal rolled beam

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**Materials**  
(Enter categories from instructions)

foundation: N/A

walls: N/A

roof: N/A

other: Superstructure – steel, concrete

Substructure - concrete

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## Narrative Description

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

### Summary Paragraph

The San Antonio Railroad Bridge (also known as Bridge #1571) is a longitudinal, rolled beam structure that crosses the San Antonio Channel in the Municipality of San Juan. The San Antonio Channel is the main crossing area between the San Juan islet and Miramar ward. The bridge has arch-framed slab spans with spandrel walls, while its abutments, railings and other decorative features are representative of the early 20<sup>th</sup> century Classical Revival. The structure has a steel and concrete superstructure and a concrete substructure. The concrete was cast-in-place, and its surfaces were finished both in rough concrete stucco and smooth whitewash on all trims. The bridge has been used for pedestrian traffic since 1953. The bridge retains integrity of location, design, setting, materials, workmanship, feeling and association

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## Narrative Description

### The San Antonio Railroad Bridge

The bridge projects approximately 2 meters over the water level of the San Antonio Channel. The roadway, where the train rails used to be, has been filled in with a concrete slab. The parapets, which are 0.27 meters wide, ascend approximately 0.43 meters from the roadway. The structure is approximately 80 meters long by 3.2 meters wide<sup>i</sup>. The bridge has sixteen arches – four long arches and 12 smaller arches.

The bridge can be divided into three sections by the two rectangle shaped piers that are located close to the northern and southern abutments. These two piers project 1.61 meters from the bridge's volume towards the channel. These piers, that are 1.82 meters wide, seemed to have been designed as shelters for pedestrian when the train was crossing<sup>ii</sup>.

The northern section (San Juan Islet side) has a volume that project 0.46 meters outward from the parapet over the area of the northern abutment. Looking south, from the Islet, the parapets seen together seemed to form a "U" shape making an opening 4.8 meters wide. The northern section has six arches that can be appreciated from the western facade. On the eastern façade the fifth arch has been covered up has been used as a shelter by the local fishermen. While the sixth arch is not noticeable since a land fill, carried out sometime in the 20<sup>th</sup> century, has placed it over land.

In the southern section there is another pedestrian shelter (square volume) (Miramar side) that separates six arches from the central section. The sixth arch can still be appreciated although it is partially covered by fill.

The central section has three pillars and four larger arches. Each of these arches is approximately 7.5 meters wide.

There has been little change in setting of this bridge since its construction. Recently, two larger concrete vehicular bridges have built to the east (#2793) and to the west (#2702) of the railroad bridge<sup>iii</sup>.

**Span number: 15**

**Largest span length: 7.5 meters**

**Total length: 80.0 meters**

**Roadway width: 3.2 meters**

**construction date: 1923-1932**

**superstructure: steel, concrete**

**substructure: concrete**

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<sup>i</sup> "Puente del Caño de San Antonio", inventory form from the survey *Contexto histórico del ferrocarril en Puerto Rico e inventario del Ferrocarril de Circunvalación*.

<sup>ii</sup> This is an educated guess of the function of this space. No information was available concerning the design of the bridge. The documentation for the bridge's construction is stored at the General Archive of Puerto Rico. However, this documentation is not currently available when this nomination was being prepared.

<sup>iii</sup> The bridges #2702 and #2793 were inaugurated in 2002 and 2005, respectively. These two bridges had been built to replace two vehicular bridges #1 and #86 that were built between 1925 and 1927.

**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 grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions)

Transportation  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1923-1953  
\_\_\_\_\_

**Significant Dates**

1923, 1932  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above)

N/A  
\_\_\_\_\_

**Cultural Affiliation**

N/A  
\_\_\_\_\_

**Architect/Builder**

Totti y Torres, Etienne  
\_\_\_\_\_  
Gelabert, Ramón  
\_\_\_\_\_  
Ramírez, Reinaldo  
\_\_\_\_\_

**Period of Significance (justification)**

The bridge's modification from steel construction to concrete and steel construction began in 1923. However, the American Railroad Company continued to use the bridge for train traffic during the bridge's modification. The period ends on 1953 when the bridge stopped being used by the railroad.

**Criteria Considerations (explanation, if necessary)**

Not Applicable

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

The San Antonio Railroad Bridge (also known as Bridge #1571) is significant statewide under the Criterion A in the area of Transportation. The bridge, completed between 1923-1932, served as the primary railroad crossing for the American Railroad Company. The bridge was designed by Etienne Totti y Torres, the Company's Chief Engineer. The bridge's construction was supervised by Engineers Ramón Gelabert (substructure) and Reinaldo Ramírez (superstructure). In 1953 the American Railroad Company stopped passenger and cargo service to the city of San Juan.

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

The San Antonio crossing has been very important since of the city of San Juan was established in the Islet of San Juan in the 16<sup>th</sup> century. The city San Juan during the Spanish period was the administrative, military, religious, economic, commercial center and principal port of Puerto Rico. For this reason the San Antonio Channel has been the area used for building bridges to the mainland. By the late 19<sup>th</sup> century there were one bridge for vehicular and pedestrian traffic, one tramway bridge and one railroad bridge. It was in 1891 that the first railroad bridge was completed and opened for service by the *Compañía de Ferrocarriles de Puerto Rico*.

CFPR did construct several significant, well-built steel truss bridges between 1889 and 1893. Most of these bridges consisted of rectangular "double-intersection Pratt through trusses" supported by ashlar and brick abutments and piers. Their spans ranged from 35 to 48 meters in length. One of these was opened in 1891 over the San Antonio channel, a few meters west of the highway bridge. It also was provided with a dismountable span for military reasons<sup>iv</sup>.

In the 1920's the American Railroad of Puerto Rico (ARR) replaced its 19<sup>th</sup> century steel bridges in the San Antonio Channel and Martín Peña Channel. The design and execution of the replacement projects was carried out by ARR engineering staff.

Between 1923 and 1932, the San Antonio railroad bridge was gradually replaced by a concrete structure without interrupting the railroad service. This existing, now abandoned concrete bridge was designed by Eng. Etienne Totti, Chief Engineer of the American Railroad Company....Arched walls across the concrete piers bracing the slab borders that make it appear to be an arch bridge. It was in use until the railroad folded due to bankruptcy in 1957. Since then it has been used as a pedestrian bridge.

Engineer Ramón Gelabert was in charge of building the bridge's foundations and Reinaldo Ramírez of the superstructure. Its construction was begun in 1923 and extended well into 1932. The central spans are longer. The attractive bridge has buttresses with conic buttress caps, a belt course, medallions, parapets decorated in relief, textures of exposed concrete in what corresponds to the front walls and decorative plates bearing its beginning and finishing dates<sup>v</sup>.

It seems clear from the photographic sources consulted<sup>vi</sup> and from the commemorative plaques on the structure that the work carried between 1923 and 1925 was limited to the first six concrete arches on the Miramar side of the bridge. It was later, from 1931 to 1932, that the middle and northern sections of the bridge were completed. Probably one of the reasons for the delay in replacing the steel for concrete bridge was due to lack of funds and the need of having it in continued use.

This property is significant in the area of transportation under Criterion A as an important crossing of major early route and associated to the railroad in Puerto Rico. This structure is the only remaining property in San Juan associated to the railroad system from 1891 to 1953. Also, the property is significant as one of two concrete railroad bridges associated with built by American Railroad Company of Puerto Rico and designed by the Engineer Etienne Totti y Torres<sup>vii</sup>.

<sup>iv</sup> UMA, "Historic Assessment of Bridges No. 1 and 86, San Juan, Puerto Rico", 5 and 6. Plans of the 1891 San Antonio Railroad bridge can be consulted at the General Archives of Puerto Rico.

<sup>v</sup> Ibid.

<sup>vi</sup> A photograph of a 1932 photo album illustrates the condition of the bridge prior to its 1931 modifications. Also, there is a photograph in page 459 in the March 1925 edition of the *Revista de Obras Públicas* that clearly shows the six arches on the Miramar side of the bridge.

<sup>vii</sup> Puente Blanco in Quebradillas is the other concrete railroad bridge extant in the Puerto Rico today.

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### Developmental history/additional historic context information (if appropriate)

Although the need of a railroad system was mentioned in reports in 1864 of the Spanish Government, it is not until late in the 19<sup>th</sup> century when the construction of the railroad system for Puerto Rico started. By 1880 a General Plan for the construction of a Railroad System that would encircle Puerto Rico was prepared by the Spanish Government. The Plan sought to link the mayor commercial and production centers which were located in the lowlands of the Island. The plan called for the construction of four sections:

- From the city of San Juan to the western coastal towns of Mayagüez (crossing Arecibo and Aguadilla)
- From Río Piedras to the eastern coastal town of Humacao (through the town of Fajardo)
- From Ponce (in the south) to the western town of Mayagüez (stopping in San Germán)
- From Ponce to the town of Humacao (passing by the coastal town of Arroyo in the southeast)

It took eight year before Ibo Bosch y Puig presented the first offer to the Spanish Government for the construction of the island wide railroad. His offer, was accepted by the Spanish Government in April 15, 1888. However, by June 8, 1888, Bosch transferred this franchise to *Compañía de Ferrocarriles de Puerto Rico* (CFPR), a Company that had its headquarters in Madrid and was financed with French capital.

The construction of the railroad began on October 15, 1888. Engineers Antonio Ruíz Quiñones and Tulio Larrinaga were placed in charge of the construction work. Three years later, in 1891, there were 85 kilometers in service between San Juan and Arecibo. By 1898, construction of the railroad had reached to 270 kilometers discontinuous lines. There were railroad operated lines connecting the following towns:

- San Juan to Camuy and Carolina (towns in the northern region);
- Aguadilla to Hormigueros (towns in the western region)
- Yauco to Ponce (towns in the southern region)

The railroad line that connected the San Juan and Aguadilla was started on October 15, 1888. In the San Juan area there were two channels that required bridges – the San Antonio Channel and Martín Peña Channel. In order to cross these channels the CFPR built two steel bridges. In the case of the San Antonio Channel the bridge was designed by the Engineer Joaquín Gisbert. The bridge was completed and in use by 1891 when the San Juan – Martín Peña Channel section was inaugurated.

However, by 1891 the constant problems with the land expropriations, climate, epidemics and the repeated changes in the administration prevented CFPR from achieving its goal of completing a railroad with lines that encircled the Island. Although the Company received extensions of its franchise, its development was cut short by the Spanish American War, which brought a change in the administration of the Island. After 1898, the railway system was briefly administered by the U.S. military government.

In March 22, 1902, a group of U.S. investors incorporated to form a company, American Railroad Company (ARR), to operate the railroad. This Company was given a franchise for 25 years to operate the railroad. The corporation started its operation in June 1902. However, in 1906 its franchise was amended to extend its services up to January 1, 1957. Later in 1920, the A.R.R. was reorganized with local capital. The new company, *Compañía Ferroviaria del Circunvalación de Puerto Rico* (CF CPR), was organized and the administration of the railroad was left to its subsidiary, American Railroad Company of Puerto Rico (AR CPR).

As the 20<sup>th</sup> century processed the railroad service became more difficult to maintain economically. By 1944, its value had depreciated to 10 million dollars. That year the bulk income was 1.4 million dollars while the total expenditures added to 1.1 millions. Different factors forced the closing of the railroad. Among the reasons were high salaries, maintenance costs of the rail lines, and the competition of other methods of transportation. The competitions of gasoline-driven vehicles for the transport carry cargo and passenger cut into the railroad's traditional sources of income. By 1953 most of the cargo and passenger services ceased operations. In 1957 the A.R.C.P.R. was finally dissolved. To pay for its many debts its property was auctioned. The metal structures, including most of its bridges and viaducts, were dismantled and its metal sold off. Most of the railings were removed from the rail bed. The other properties (including the lands, buildings and bridges) were transferred to the Government of Puerto Rico.

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## 9. Major Bibliographical References

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

American Railroad Company of Puerto Rico. "Vistas de la construcción del Puente de San Antonio, de hormigón armado, sustituto del viejo puente de acero, km. 2.672, San Juan, P.R., octubre 1931 a marzo 1932". Album of black and white photographs. Photographic Archive, General Archives of Puerto Rico.

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.

Pumarada O'Neill, Luis F. "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.

----- . Los Puentes Históricos de Puerto Rico. Centro de Investigación y Desarrollo, RUM, Mayagüez, 1991.

----- . "Trasfondo histórico del Ferrocarril en Puerto Rico" from "Contexto Histórico del Ferrocarril en Puerto Rico e Inventario del Ferrocarril de Circunvalación". Prepared for the Puerto Rico State Historic Preservation Office, 1989.

Tió, Aurelio. "Breve historia de los Ferrocarriles de Puerto Rico". Boletín de la Academia Puertorriqueña de la Historia. Vol. III, Núm. 10, 30 de junio de 1973, 105-106.

UMA. "Historic Assessment of Bridges No. 1 and 86, San Juan Puerto Rico". Report completed for the Puerto Road Authority. March 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 # PR-37

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: **General Archives of Puerto Rico**

Historic Resources Survey Number (if assigned): \_\_\_\_\_

**10. Geographical Data**

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

**UTM References**

(Place additional UTM references on a continuation sheet)

1	<u>19</u>	<u>807685</u>	<u>2043483</u>	3	<u>                    </u>	<u>                    </u>	<u>                    </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>                    </u>	<u>                    </u>	<u>                    </u>	4	<u>                    </u>	<u>                    </u>	<u>                    </u>
	Zone	Easting	Northing		Zone	Easting	Northing

**Verbal Boundary Description** (describe the boundaries of the property)

The nominated property is a rectangular shaped parcel measuring approximately 3.2 X 80 meters or 256 square meters. Included within this rectangular parcel are the bridge's superstructure, substructure and floor systems.

**Boundary Justification** (explain why the boundaries were selected)

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

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**11. Form Prepared By**

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name/title José E. Marull, State Historian  
organization Puerto Rico State Historic Preservation Office date July 9, 2009  
street & number PO Box 9066581 telephone (787) 721-3737  
city or town San Juan state PR zip code 00906-6581  
e-mail imarull@prshpo.gobierno.pr

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**Additional Documentation**

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Submit the following items with the completed form:

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

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**Photographs:**

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

**Name of Property:** San Antonio Railroad Bridge

**City or Vicinity:** San Juan

**County:** San Juan

**State:** Puerto Rico

**Photographer:** José E. Marull

**Date Photographed:** August 14, 2009

**Description of Photograph(s) and number:** View of bridge's parapets and roadway in the northern section over the abutment as seen from the San Juan Islet area. Facing south. 1 of 10.

**Name of Property:** San Antonio Railroad Bridge

**City or Vicinity:** San Juan

**County:** San Juan

**State:** Puerto Rico

**Photographer:** José E. Marull

**Date Photographed:** August 14, 2009

**Description of Photograph(s) and number: View of arcade closest to the bridge's northern abutment. Picture taken from bridge #2702. Facing east. 2 of 10.**

**Name of Property: San Antonio Railroad Bridge**

**City or Vicinity: San Juan**

**County: San Juan**

**State: Puerto Rico**

**Photographer: José E. Marull**

**Date Photographed: August 14, 2009**

**Description of Photograph(s) and number: View of arcade, abutment and piers in the bridge's northern section. Plaque shows date of completion of the pier (1932). Picture taken from the bridge #2702. Facing northeast. 3 of 10.**

**Name of Property: San Antonio Railroad Bridge**

**City or Vicinity: San Juan**

**County: San Juan**

**State: Puerto Rico**

**Photographer: José E. Marull**

**Date Photographed: August 14, 2009**

**Description of Photograph(s) and number: View of bridge's southern section that show arcade and piers. Plaque shows date of completion of the pier (1923). Picture taken from bridge #2702. Facing southeast. 4 of 10.**

**Name of Property: San Antonio Railroad Bridge**

**City or Vicinity: San Juan**

**County: San Juan**

**State: Puerto Rico**

**Photographer: José E. Marull**

**Date Photographed: August 14, 2009**

**Description of Photograph(s) and number: View of shelter in the southern pier. Picture taken from bridge #2702. Facing east. 5 of 10.**

**Name of Property: San Antonio Railroad Bridge**

**City or Vicinity: San Juan**

**County: San Juan**

**State: Puerto Rico**

**Photographer: José E. Marull**

**Date Photographed: August 14, 2009**

**Description of Photograph(s) and number: Close up of a section of shelter in the southern pier. Facing east. 6 of 10.**

**Name of Property: San Antonio Railroad Bridge**

**City or Vicinity: San Juan**

**County: San Juan**

**State: Puerto Rico**

**Photographer: José E. Marull**

**Date Photographed: August 14, 2009**

**Description of Photograph(s) and number: View of bridge's parapet and roadway as seen from the Miramar area. Facing north. 7 of 10.**

**Name of Property: San Antonio Railroad Bridge**

**City or Vicinity: San Juan**

**County: San Juan**

**State: Puerto Rico**

**Photographer: José E. Marull**

**Date Photographed: August 14, 2009**

**Description of Photograph(s) and number: View of arcade in the southern section as seen from the Miramar area. Facing east. 8 of 10.**

**Name of Property: San Antonio Railroad Bridge**

**City or Vicinity: San Juan**

**County: San Juan**

**State: Puerto Rico**

**Photographer: José E. Marull**

**Date Photographed: August 14, 2009**

**Description of Photograph(s) and number: View of bridge's central arcade as seen from bridge #2793. Facing southwest. 9 of 10.**

**Name of Property: San Antonio Railroad Bridge**

**City or Vicinity: San Juan**

**County: San Juan**

**State: Puerto Rico**

**Photographer: José E. Marull**

**Date Photographed: August 14, 2009**

**Description of Photograph(s) and number: View of northern section of the bridge as seen from bridge #2793. Facing west. 10 of 10.**

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

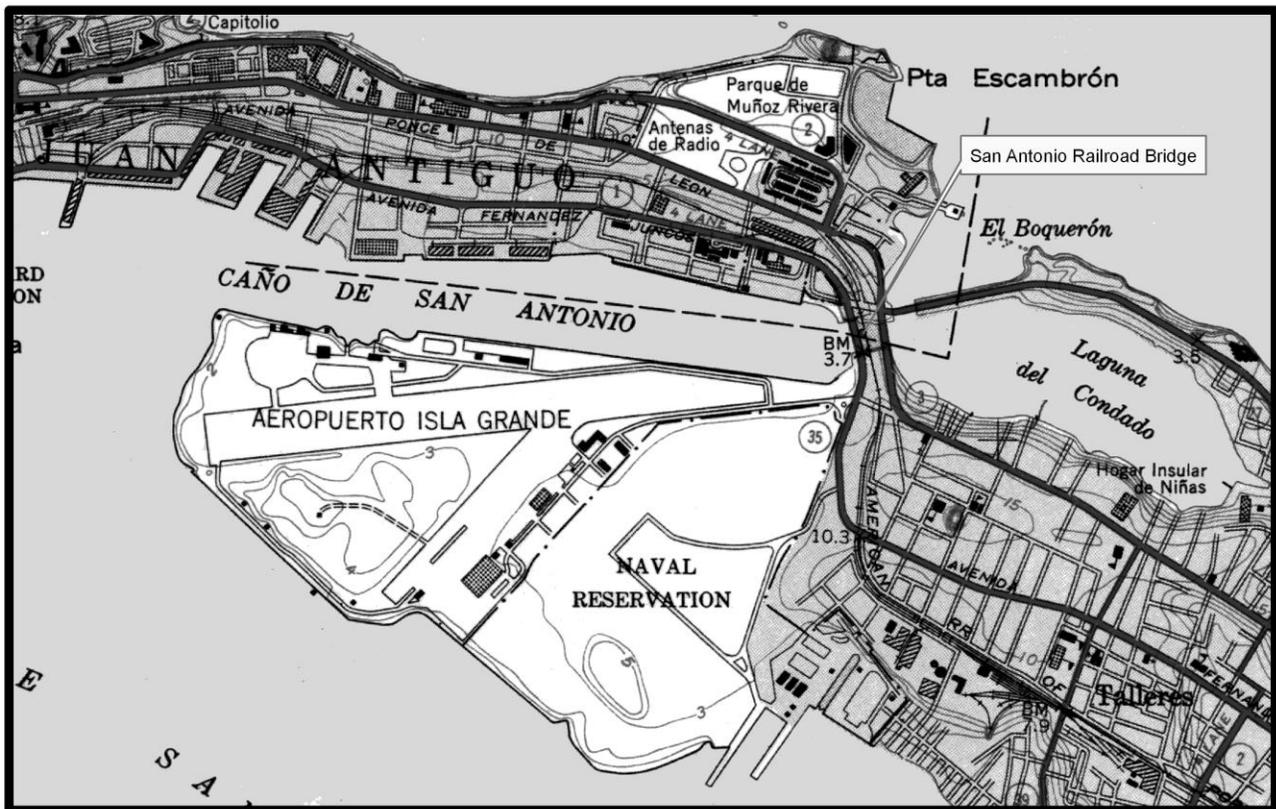
**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior  
National Park Service

National Register of Historic Places Continuation Sheet

San Antonio Railroad Bridge  
Name of Property  
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**Railroad Map**  
**San Antonio Railroad Bridge**  
San Juan, Puerto Rico

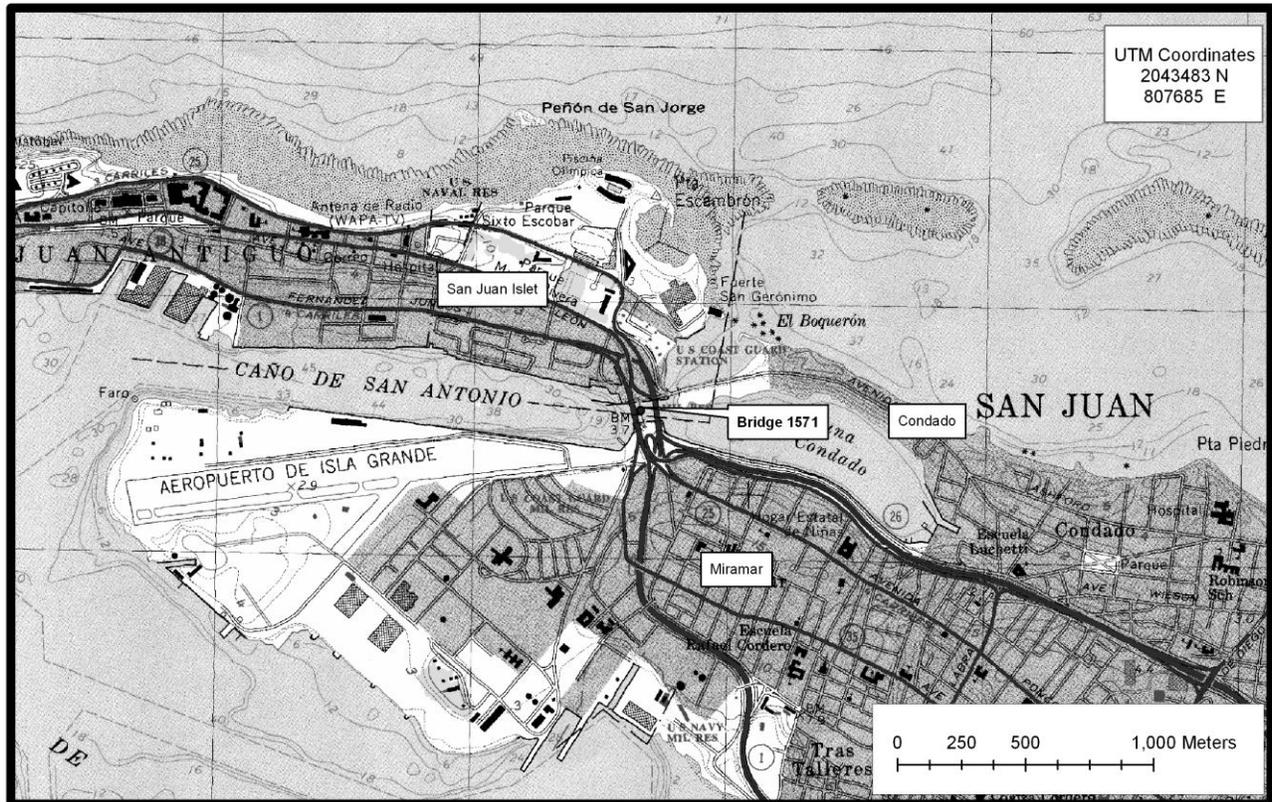

  
 1:15,838

United States Department of the Interior  
National Park Service

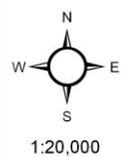
National Register of Historic Places Continuation Sheet

San Antonio Railroad Bridge  
Name of Property  
San Juan, Puerto Rico  
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Site Map  
**San Antonio Railroad Bridge**  
San Juan, Puerto Rico

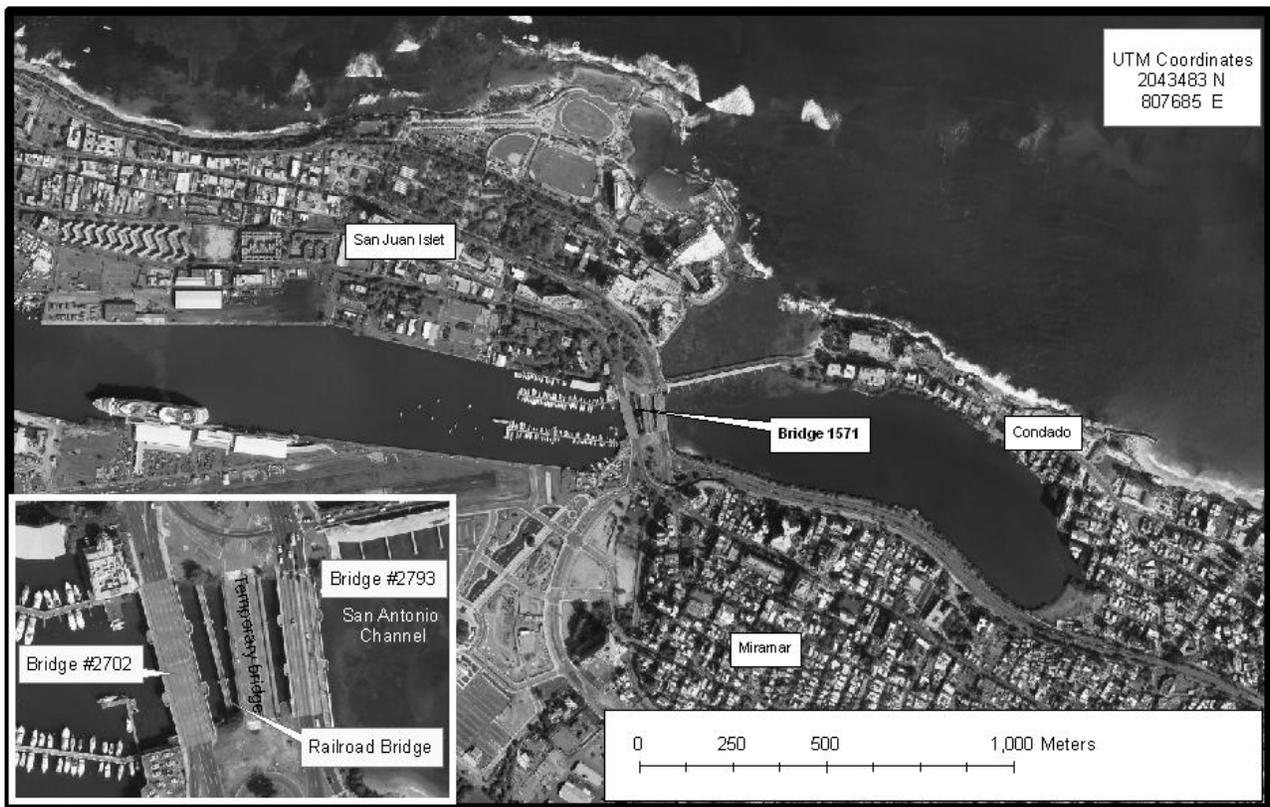


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San Antonio Railroad Bridge  
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<p>Source: Government of Puerto Rico, (2007), Aerial Photograph.</p>	<p><b>Site Map</b> <b>San Antonio Railroad Bridge</b> San Juan, Puerto Rico</p>	<p>oech</p> <p>shpo</p> <p>1:13,700</p>
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Figure 1. Railroad bridge in 1931 as seen from the tramway bridge October 3, 1931.



Figure 2. Precast arches ready to insert. December 4, 1931.



Figure 3. Work on superstructure. December 4, 1931.

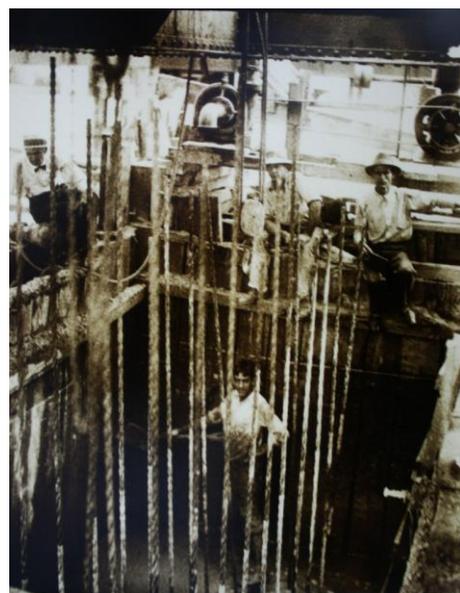


Figure 4. Rod placement for pouring cement for the foundations. Dec. 11, 1931

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Figure 5. Removing steel superstructure. January 2, 1932.



Figure 6. Work on the abutments. January 5, 1932.



Figure 7. Placement of precast concrete arcade in northern section. January 13, 1932.



Figure 8. Placement of precast concrete arcade in the north section as seen from the San Juan Islet. January 16, 1932.

United States Department of the Interior  
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San Antonio Railroad Bridge  
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Figure 9. Close up of precast arches. January 21, 1932.



Figure 10. Train crossing central arcade. Feb. 1, 1932.



Figure 11. View of work on central arcade. February 1, 1932.



Figure 12. View of work completed on central arcade. Feb. 1, 1932.

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Figure 13. Completion of work on northern arcade. Feb. 9, 1932.



Figure 14. Central arcade. Feb. 9, 1932.



Figure 15. Bridge's parapets. Feb. 16, 1932.



Figure 16. Detailing of central arcades. Feb. 29, 1932.

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Figure 17. View of finished central arcade. April 2, 1932.



Figure 18. View of Completed bridge. April 2, 1932.