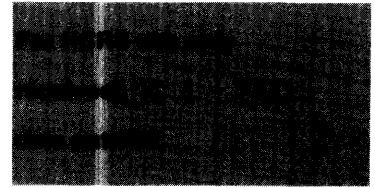


**United States Department of the Interior  
Heritage Conservation and Recreation Service**



**National Register of Historic Places  
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

**1. Name**

historic Great Northern Railway Company Bridge

and/or common Steamboat Bridge

**2. Location**

*SW of Cass Lake off MN 371*

street & number Off State Highway 371 \_\_\_ not for publication

city, town Cass Lake vic. Wilkinson Township X vicinity of Cass Lake congressional district 7th

state Minnesota code 22 county Cass code 021

**3. Classification**

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input checked="" type="checkbox"/> other: abandoned

**4. Owner of Property**

name State of Minnesota, Department of Natural Resources

street & number Centennial Office Building, Third Floor

city, town St. Paul \_\_\_ vicinity of state Minnesota

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Cass County Courthouse

street & number

city, town Walker state Minnesota

**6. Representation in Existing Surveys**

title Minnesota Inventory of Historic Sites has this property been determined eligible? \_\_\_ yes \_\_\_ no

date 1976 \_\_\_ federal \_\_\_ state \_\_\_ county \_\_\_ local

depository for survey records Minnesota Historical Society -- 240 Summit Avenue-Hill House

city, town St. Paul state Minnesota

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## 7. Description

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<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

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**Describe the present and original (if known) physical appearance**

Steamboat bridge is located in the southeast quarter of section 20, Wilkinson Township, parallel to State Trunk Highway 371. It spans Steamboat River at its point of outlet from Steamboat Lake, about one-half mile above Leech Lake. It is a through plate girder railroad swing span, continuous over the center pier, with riveted connections and a rim-bearing turn mechanism mounted on a wood pile center pier. The turn mechanism probably was hand powered. At the locking ends are metal wedge shoes which are retractable to facilitate easy movement of the span. The girder structure itself is somewhat unusual in that the span incorporates no additional support for the span ends when in the open position to counteract the negative bending moment over the center pier. The bridge is approximately 58 feet long with a mean low water clearance of eight feet and a high water clearance of four feet. It has been abandoned by the railroad and the tracks have been removed.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** Ca. 1915      **Builder/Architect** Unknown

### Statement of Significance (in one paragraph)

Steamboat bridge was built circa 1915 by the Great Northern Railway Company, replacing a bridge erected 1897-98 by the Park Rapids and Leech Lake Railway Company, original builders of the line between the cities of Park Rapids and Cass Lake. It is significant as a surviving representative of the interaction of the logging industry and the railroads in northern Minnesota during the logging era. The bridge was constructed as a movable swing span to facilitate steam tugboat log traffic along the waterways between the logging and cutting areas and the sawmills. The rail line segment was abandoned by Burlington Northern Inc. in 1972. (In 1975 Burlington Northern conveyed the bridge crossing to the State of Minnesota.)

