

McKENZIE COUNTY.

Cartwright. Outcrop.

Sample.—Lignite; McKenzie County field; analysis No. 2201 (p. 142).

Location.—Outcrop, in sec. 3, T. 150 N., R. 103 W., 3 miles southeast of Cartwright.

Lignite bed.—Not named. Tertiary (early Eocene) age, Fort Union formation. At the point of sampling, the bed is 7 feet 10 inches thick and free from partings.

The bed was measured and sampled by A. G. Leonard on August 29, 1905. The sample represented 7 feet 10 inches of lignite.

The sample was taken from the outcrop, very little lignite having been mined.

For chemical analyses see part I of this bulletin, p. 142; also U. S. Geol. Survey Bull. 285, p. 322.

Text copied from Google Books Online, April 30, 2010, Bruce Johnson

Fairview Bridge:

The Fairview Lift Bridge is located across the North Dakota border 3.5 miles east of Fairview and two miles west of Cartwright, ND. This bridge along with its sister bridge at Snowden, MT (pictured above) was constructed as part of an ambitious plan by Great Northern Railroad for its never-completed Montana Eastern Railway. According to Richard E. Johnson in a 1994 article published in "Hoofprints," (the publication of the Yellowstone Corral of the Westerners) the railway was designed as a second mainline for the northern plains, connecting the vast open spaces between New Rockford, ND, and Lewistown, MT. About the time World War I began, an economic downturn of the Montana Eastern Railway brought construction to a halt. According to Mark Hufstetler, a historian with Renewable Technologies Inc., of Butte, MT, the Fairview Lift Bridge served as a little-used branchline. He stated "At its peak, the line probably saw no more than one passenger and one freight train each way per day."

History of the Fairview Lift Bridge

The Fairview Lift Bridge constructed by Gerrick & Gerrick stretches 1,320 feet across the Yellowstone River. In its earlier days, the Fairview Lift Bridge not only accommodated rail traffic, but also vehicular traffic. Planking was placed between and outside the rails to accommodate automobiles. According to Hufstetler, a watchman was stationed at the bridge to prevent trains and automobiles from colliding. He wrote that Great Northern charged a toll for cars using the bridge until the state highway department assumed responsibility in 1937. Automobile traffic ceased and the planking was removed once construction of the Hjalmer Nelson Memorial Highway Bridge was completed in 1956. Passenger rail service on the line ended in the late 1950s and the last freight rail service to cross the bridge was on June 5, 1986.

The Cartwright Tunnel

While now closed to both rail and vehicular traffic, the Fairview Lift Bridge adjoins the only tunnel in North Dakota. The 1,458-foot long tunnel was built in 1912 and 1913. Most of the digging was done by hand, although horse and mule-drawn scrapers and blasting powder were used in building the approaches.

Historical Value of the Fairview Lift Bridge

In 1991, the state began a survey of historic bridges. The Fairview Lift Bridge was on the list of 127 found eligible for the National Register. It was among 30 chosen for nomination. According to Hufstetler, who submitted the nomination, the bridge qualifies both for its historical significance and its unique engineering. In 1997, the bridge was listed on the National Register of Historic Places. Being that both

the Cartwright Tunnel and Fairview Lift Bridge remain structurally sound, the Fairview Chamber of Commerce has developed them into a walking trail.

Text copied from webpage:

<http://www.midrivers.com/~fairview/bridges.html>

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