

Late in the 19th Century, lumbering was big business in Pennsylvania. Logging railroads honeycombed the state.

In 1908, William P. Zartman acquired access to timberlands in Clark's Valley, and, in consequence thereof, constructed a logging railroad from Dauphin, around the end of Third Mountain, into Clark's Valley, to about the present site of DeHart Dam. Part of the railroad grade became the pipe line to convey the water to the City of Harrisburg. However, a large portion remains untouched.

Access is gained from the school grounds, using an unmarked trail to the railroad grade. As you enter the woods, a switchback is evident, which was used to gain altitude.

the balance in the next issue, in order to maintain the scale of 2 5/8 inches to the mile.

These old logging railroads make excellent hiking trails, but do not lend themselves well to bicycles.

They are outlined in a booklet series, entitled: "LOGGING RAILROADS OF PENNSYLVANIA" by F. G. Kline, Jr., and published by the Lycoming Printing Co., Inc., in Williamsport in 1971.

We feel Rails To Trails is missing a good bet, by not incorporating more the logging railroads into their trail system.

We have not actually measured the railroad grade, but it is about then miles that remains evident.

The grade is easy, but parts may be overgrown, and barely passable. However, by hiking in and out, you may choose how far you want to hike.

We are showing the part from Dauphin to Victoria Furnace in this issue and

