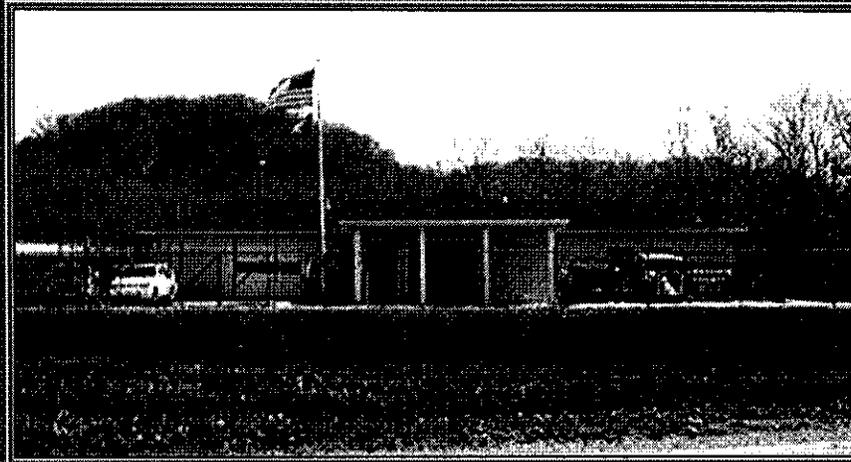


LAWRENCE COUNTY DOG SHELTER

1302 Adams Lane, Ironton, Ohio 45638

Phone (740) 533-1736



We are open to the public Monday - Friday from 8:30 a.m. to 3:30 p.m.



Our shelter takes in over 2,000 homeless, abandoned or unwanted dogs each year. We are now accepting kittens and cats. You can help stop the pet overpopulation tragedy. Please spay or neuter your pets.

Here are some tips that will help enable dogs and humans to live together harmoniously.

Always keep your dog on a leash when you are out for a walk.

When you are walking your dog, keep him/her close to you and steer clear of people walking, running, skating, or biking.

Stoop and scoop after your dog, and whatever you do, don't let your dog relieve itself on the neighbor's lawn.



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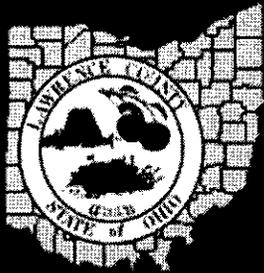
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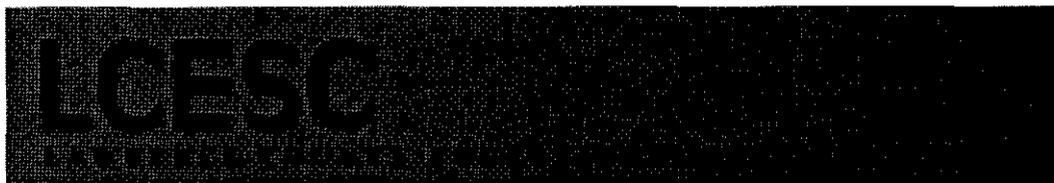


**Lawrence County Recorder
Sharon Gossett Hager**

Welcome to the Lawrence County Recorder's Office.
Click on the links on the left for community news and information,
state and local links, and more.

P.O. Box 77
111 South 4th Street - Ironton, Ohio 45638
Phone: 740.533.4314
Fax: 740.533.4411



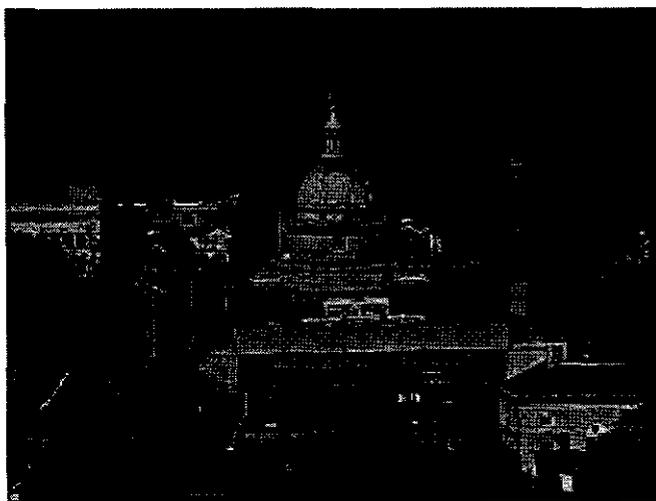


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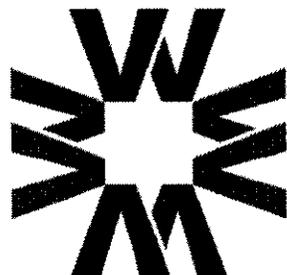
Lawrence County Educational Service Center
Courthouse - Third Floor
Ironton, Ohio 45638

Phone: 740-532-4223 or 740-867-3422
FAX: 740-532-7226

Harold Shafer - Superintendent



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WORKFORCE DEVELOPMENT RESOURCE CENTER

120 North Third
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Ironton, Ohio
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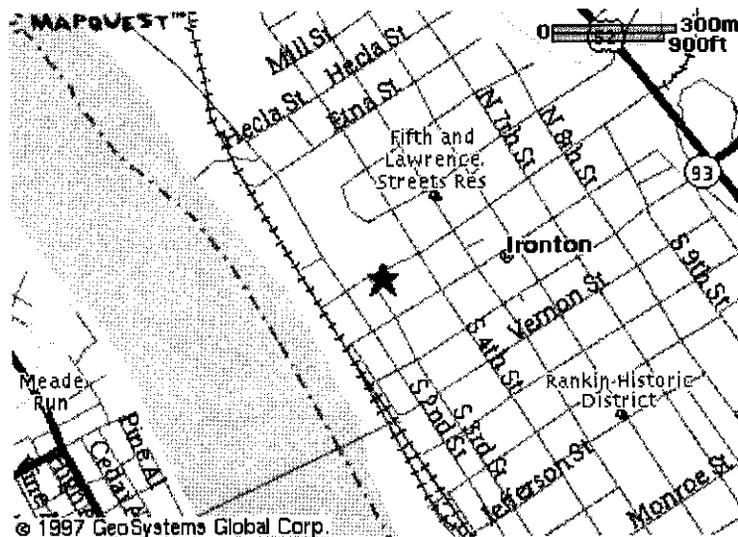
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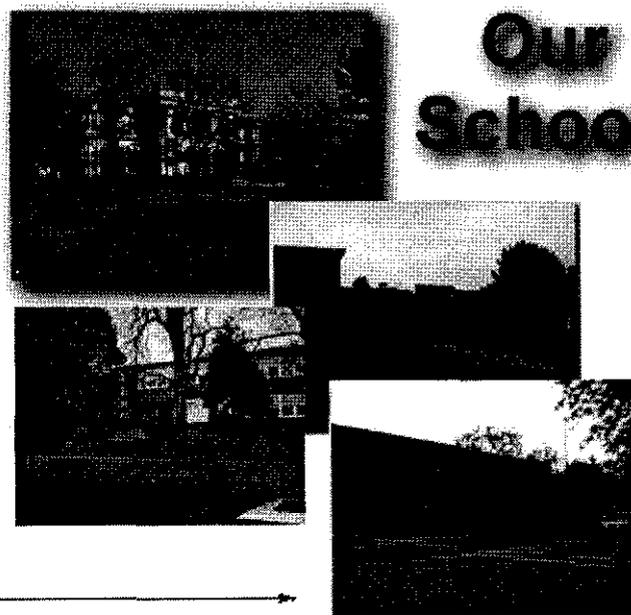
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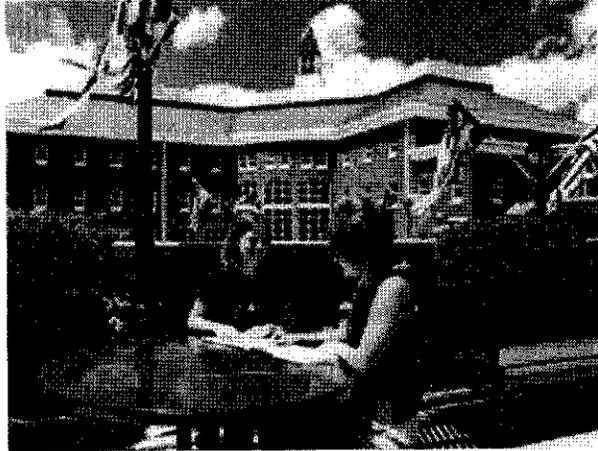
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Ohio University-

Southern
1804 Liberty Ave.
Ironton, OH
45638
Local: 740-533-
4600
Toll Free:
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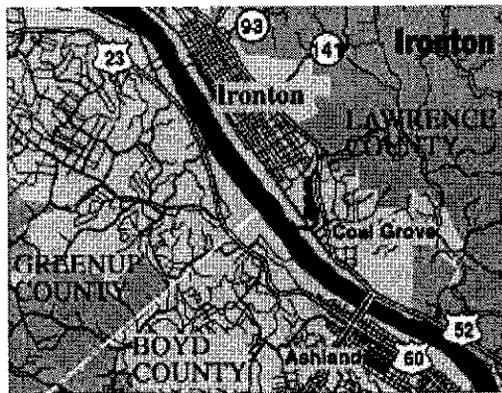
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Fueled by iron ore, gridiron

Ironton famed for furnaces, football, family traditions

By DAVID E. MALLOY - The Herald-Dispatch



Thom A. Marsh/The Herald-Dispatch

IRONTON – Ironton has a rich history that involves iron ore, the nation's oldest, continuous running Memorial Day Parade and football.

Founded in 1849, Ironton became the center of the pig-iron industry. There were more than 90 iron furnaces in the area during the Civil War era and iron from the area was used for one of the country's first ironclad ships, the USS Monitor, said Luanne Blagg, a member of the Lawrence County Historical Society. "My great-grandfather worked

in the iron furnaces," Blagg said.

The iron was shipped out of the area starting in 1852 on the Detroit, Toledo and Ironton railroad, she said.

Starting in 1868, the Ironton community held a Memorial Day parade to honor soldiers who fought in the Civil War. The community now has the nation's oldest, continuous running Memorial Day parade in the country, Blagg said.

Norm Beebe, an Ironton resident for more than 50 years, said the parade is a special event. "It's Ironton's homecoming," he said. "A lot of people come back into town for the parade. It's a tradition. You see people you haven't seen for a long time at the parade."

Three of his daughters have participated in the parade while attending Ironton city schools, he said. "I don't go every year, but I've been to at least 30 of them," he said.

Ironton has another tradition, too, Beebe

Ironton Highlights

Population: (according to 2000 Census) 11,211.

Known For: Center for iron ore furnaces pre-and post-Civil War. Ironton-Lawrence County Memorial Day Parade, longest, continuously running Memorial Day Parade in the country.

Who's Who: Country artist Bobby Bare; Glenn Presnell, oldest living National Football League player.

Origin: Founded in 1849 by iron master John Campbell.

Don't Miss: Ironton Lawrence County Memorial Day Parade.

Quick reference

Ironton City Council: Jesse Roberts, John Elam, Bob Isaac, Bob Lipker, Richard B.

said. "Ironton has always been a football town," he said.

In 1919, the city formed a semi-professional football team, the Ironton Tanks. The team played for a dozen years and even beat a group of football players from a team called the New York Giants, said Buddy Haney, a local historian.

Glen Presnell, one of the players from that team was a star in the National Football League with the Detroit Lions. Presnell is the oldest living former NFL player. The former University of Nebraska star moved to Ironton to play football and taught several years at Ironton High School. When the team folded in 1931, Presnell and several others went to play for the Portsmouth Spartans. That team then moved to Detroit and became the Lions.



File photo/ The Herald-Dispatch

GLENN PRESNELL Glen Presnell, the oldest living NFL player, was a halfback for the Tanks from 1928 to 1930.

Price, Brent Pyles and Jim Tordiff.

Mayor's office: Outgoing mayor Bob Cleary; Incoming mayor John Elam, south 3rd and Vernon Streets, (740) 532-3822.

Ironton City Schools: 105 S. 5th St., (740) 532-4133.

Points of interest

John C. Campbell House, 305 N. 5th St., Ironton, founder of Ironton who reportedly assisted runaway slaves as part of the Underground Railroad.

Lawrence County Historical Museum, 506 S. 6th St., Ironton.

Lawrence County Area Information

Lawrence County

The football tradition is continued by the Ironton High School Fighting Tigers. The team has been to at least eight high school championship games, winning two of them.

"Ironton has a rich history," Haney said. "It's a friendly town with a rough and tumble reputation." In the 1930s and 1940s, the town had more bars than churches, he said.

Warren Armstead, a local insurance agent for the past 12 years, said Ironton residents are hard-working and very friendly. Even though the city has lost more than 1,200 jobs in the

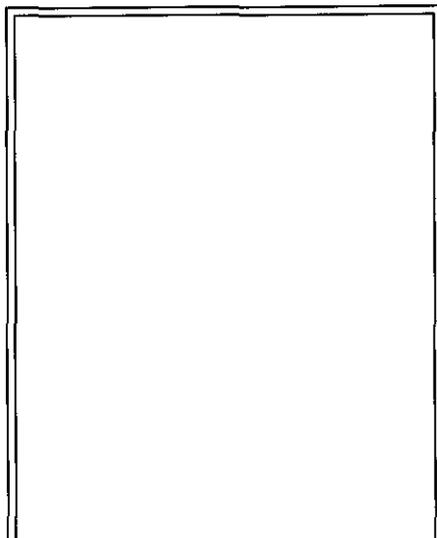
past decade, people want to stay in the community which has more than 11,000 residents, he said. "A number of them have created their own business," he said.

"They're trying to hang in there," he said.

One success story is the growth of the Ohio University-Southern campus in Ironton, said Kim Keffer, the school's director of enrollment services.

The school is the largest of five regional campuses in the Ohio University system. There was a time, though, when the university didn't want a branch in Ironton. A former state senator had to get a bill passed by the Ohio General Assembly to allow a campus in Ironton.

Initially classes were held at night at nearby Ironton high school, but the first building



opened on the Ironton campus in 1985. Since then, three more buildings have been added in Ironton and plans are in the works for a new building in the Proctorville area, Keffer said.



File photo/ The Herald-Dispatch

IRONMASTER DAYS The annual festival celebrates Ironton's iron heritage.

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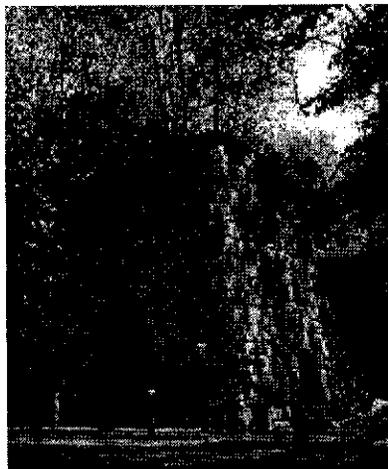
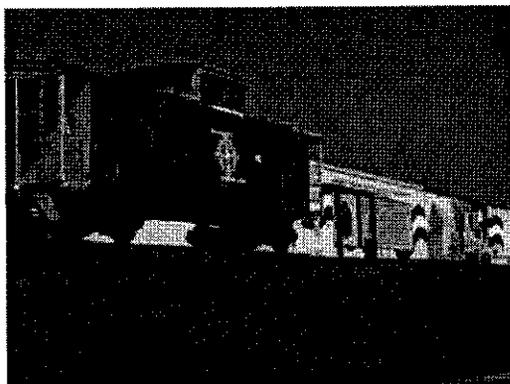
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Ohio River Scenic Byway - Ironton



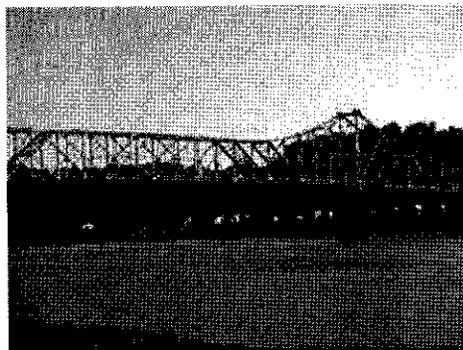
Founded in 1849, the city of Ironton, Ohio was built in the heart of the Hanging Rock Region, once the largest center of pig iron production in the world. As a terminal on the Iron Railroad and as a shipping port on the Ohio River, Ironton grew rapidly, becoming the county seat of Lawrence County in 1851.

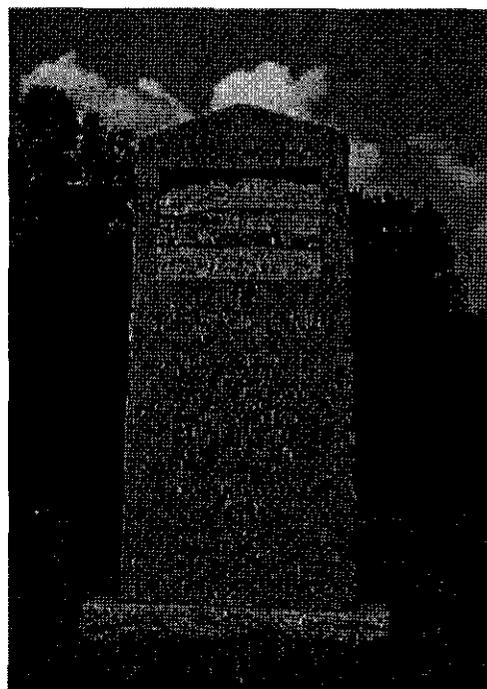


Vesuvius Iron Furnace: Historical Iron Furnace was built in 1833 and is located within the Wayne National Forest.



John Campbell Home: John Campbell, founder of Ironton, pioneer ironmaster and railroad developer, built this Early Victorian brick in 1850's. He was an active abolitionist and aided fugitive slaves by concealing them in two semi-concealed rooms under the hip roof of this home. It has 22 rooms and houses the Community Action Organization.





This picture depicts the memorial marker to the 37 slaves freed in 1849 by James Twyman, a wealthy Virginia plantation owner. The monument stands at the gates of the Burlington 37 Cemetery and was funded in part by individual donations and donated proceeds from a book called "The Promise Land" by Earl Pratt, an Ohio lawyer from Ironton. This book is still available today describing James Twyman's plantation and the 37 slaves he freed.



Lawrence County Museum: This Victorian-Italian Villa, three and one-half story brick was built by James Furgerson, but it was most noted for having been the residence of Colonel Gray, an ironmaster, whose wife Eliza Ann Humphreys was the granddaughter of the famous abolitionist John Rankin.

- Lawrence County Museum -This Victorian-Italian Villa, three and one-half story brick was built by James Furgerson, but it was most noted for having been the residence of Colonel Gray, an ironmaster, whose wife Eliza Ann Humphreys was the granddaughter of the famous abolitionist John Rankin.
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- Scottown Covered Bridge- A drive through this restored covered bridge, connects you with our past as you explore the timber frame and imagine the many travelers it has carried down through the years. This covered bridge is one of a kind in Lawrence County, located off of Route 217.

- Proctorville Suspension Bridge- This award winning, state of the art suspension design bridge, carries commuters as well as visitors from the eastern part of Lawrence County, Ohio to East Huntington, West Virginia. The bridge is located off of Route 7 Proctorville, Ohio.
- Lawrence County Courthouse - The city of Ironton was founded in 1849 and was built in the heart of Hanging Rock Region, once the largest center of pig iron in the world. As a terminal on the Iron Railroad and as a shipping port on the Ohio River, Ironton grew rapidly, becoming the county seat of Lawrence County, Ohio in 1851.

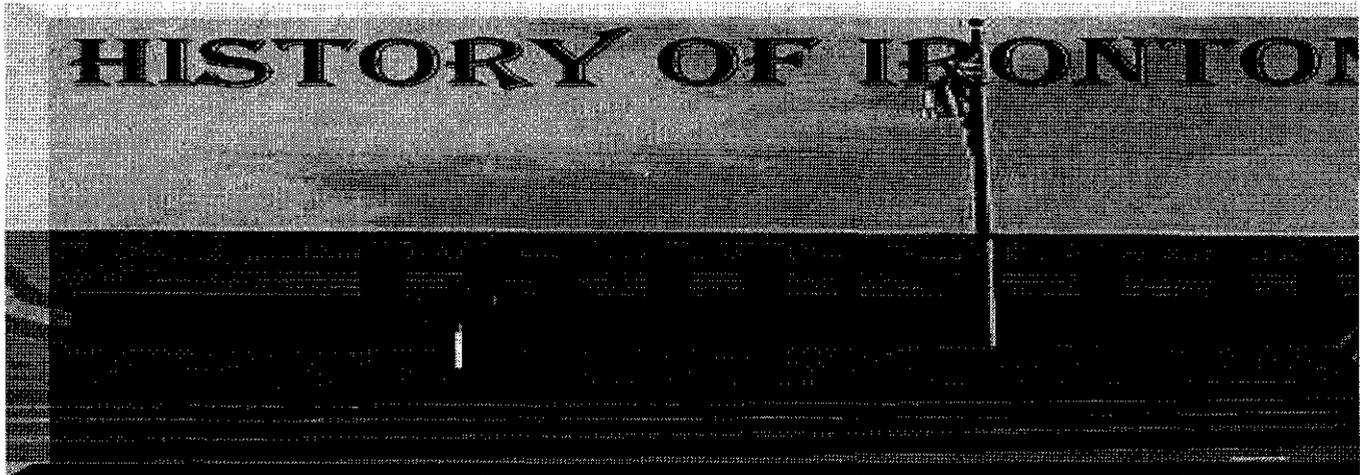
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OHIO DEPARTMENT OF TRANSPORTATION, 1980 W. BROAD ST., COLUMBUS, OHIO, USA, 43223



Ironton-Russell Bridge , carries State Route 93 Connector Over Ohio River
and
N&S Railroad tracks between Ironton, Ohio and Russel Kentucky

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The city of Ironton was founded in 1849 and was built in the heart of the Rock Region, once the largest center of pig iron in the world. As a terminus of the Iron Railroad and as a shipping port on the Ohio River, Ironton grew rapidly, becoming the county seat of Lawrence County, Ohio, in 1851.

The Detroit, Toledo & Ironton Railroad could trace its history back to the southern point of the railroad at Ironton. The Iron Railway was incorporated in 1849 to haul mineral products from the fields of Lawrence County (Ohio) to the Ohio River city of Ironton. The line opened in late 1851 and is one of the first rail lines to operate in the state. It made a northern rail contact later predecessor of the Toledo, Cincinnati & St. Louis, a "super system" consisting of many smaller lines. Barge service to the Chesapeake & Ohio Railway yard at the river in Russell, Kentucky provided another outlet of interchange for the Ironton Railway, as did its connection with the Norfolk & Western at Ironton.

The Detroit Southern Railway acquired the Iron Railway in 1902. The success of the iron industry and its allied manufacturing created men of great wealth. The affluence of those early days is reflected in many of Ironton's churches and mansions, attractive reminders of a gracious Victorian life-style.



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The **Springfield, Jackson & Pomeroy Railroad** was incorporated in 1874. A narrow gauge railroad initially, it constructed a circuitous route from the Jackson and Wellston area to Springfield, completed in 1878. In 1880, the **Springfield Southern Railroad** took over operations of the SJ&P and almost immediately converted the railroad to standard gauge. In 1881, the Springfield Southern was acquired by interests of another railroad (Indiana, Bloomington & Western) and renamed the **Ohio Southern Railroad**. The infusion of capital afforded the expansion of the Ohio Southern, resulting in the construction of a line north of Springfield to Lima beginning in 1892 and completed in 1893. Several poorly advised expansions were also undertaken, which undermined the financial stability of the company. Branches were undertaken to reach Cincinnati and Columbus. Both failed to reach either city and were abandoned some time later. In 1895, the OS had its first of what was to become a pattern for the railroad for the next 25 years: bankruptcy. The railroad was in very poor condition, both financially and physically. The end of the Ohio Southern came when it became part of the new **Detroit Southern Railway** in 1901.

The **Detroit & Lima Northern Railway** was incorporated in 1895 to construct a line from Lima to Toledo and Detroit. The railroad was completed in 1898, but did not have a direct route to Toledo. Rather, it went to the west of that city occasionally unitizing right of way from other railroads to reduce costs. The D&LN was integrated into the new **Detroit Southern Railway**, along with the Ohio Southern and Iron Railway, in 1901. This provided the backbone of what would become the DT&I.

The Detroit Southern was organized in 1901 with the consolidation of the D&LN and the OS. The Iron Railway was added in 1902. Trackage rights and an extension were arranged to connect the Iron Railway with the main part of the railroad. The poor financial condition of the railroad was plainly evident during this period, culminating in bankruptcy in 1903. In 1905, it was released from court protection as the **Detroit, Toledo and Ironton Railway**. The **Ann Arbor Railroad** was also placed under control of the new road, the first union of two companies whose fates would be intertwined for the next 80 years.

The precedent continued however for the new DT&I. It too, went bankrupt in 1908. The acquisition of the Ann Arbor was voided and the DT&I was on its own again. It emerged from court protection in 1914 and was renamed the **Detroit, Toledo and Ironton Railroad** (as opposed to railway). The newly reorganized company fared little better financially, but remained solvent until its date with history in 1920. During this period, the DT&I leased the Toledo - Detroit Railroad, providing it with its own line into Toledo, having previously used Ann Arbor trackage. World War I and United States Railway Administration control battered the DT&I almost to death. Unprecedented traffic levels, poor equipment, and failing infrastructure nearly brought the railroad to its knees. One more blow would probably result in another trip to bankruptcy court. That blow came in 1920 when the Interstate Commerce Commission (ICC) ordered the DT&I to rebuild its Rouge River bridge (in Dearborn, Michigan) to provide lake access to the Ford Motor Companies plant. The DT&I did not have the money to do so. When Henry Ford learned of this, he bought the railroad outright, rather than delay the project. Thus began one of the most remarkable comebacks in railroad history.

Henry Ford personally purchased the DT&I in the Summer of 1920. He had always had an interest in railroads and the DT&I provided an outlet for all of the innovations he had envisioned. He began a massive capital improvement program to rehabilitate the physical condition of the railroad. He saw the DT&I as being a large terminal railroad, hauling raw materials and finished product to the Rouge Complex of the Ford Motor Company. The DT&I crossed all of the major east - west railroads, thus Ford could easily access the major cities on the east coast or the west. Ford also had very radical ideas about labor relations and applied them liberally to the DT&I, much to the shock and dismay of the other railroads. Ford developed an organization built on pride, extraordinary efficiency, and profit. The railroad regularly pulled a 25% net profit after several years of Ford ownership, a far cry from the days of the worn trail to bankruptcy court!

Henry Ford brought many innovations to the DT&I. Perhaps the most ambitious was the electrification project begun in 1923. Though destined to be a failure (one of Ford's few mistakes during DT&I ownership), it provided much information and scientific development for other electrification projects soon to be underway (Pennsylvania Railroads New York to Washington mainline for example). The most successful Ford era project was the Malinta cutoff. This new 55 mile line was constructed from 1925 to 1929. It bypassed the curve and grade laden line via Napoleon and Wauseon, for a superbly engineered line consisting of few curves and light grades in addition to being more direct. It departed from the original mainline at Malinta and Petersburg respectively. Ford also planned a bypass around Springfield, but it was never followed through.

In the Fall of 1929, Henry Ford sold the railroad to the Pennsylvania Railroads financial subsidiary, Penn Road Corporation. Ford had become disgusted with ICC interference with

his operations of the DT&I and was finally compelled to throw in the towel. Pennsylvania Railroad control of the DT&I resulted in many of Fords innovations going by the wayside. Of particular note, the labor relations field became more conservative and inline with standard railroad operating practices. PRR control lasted until the Penn Central bankruptcy of 1970.

The DT&I operated profitably for the next 30 years, serving well during World War II and the economic boom of the 1950's. The railroad dieselized in 1955, ending 100 years of steam operations. Interesting to note that the DT&I purchased diesels from only one builder, the Electro-Motive Division of General Motors. Major innovations in freight car design pushed the railroad to the forefront of railroad technology. The railroad was one of the first to embrace the high capacity "Hi-Cube" boxcars for auto parts shipments as well as specially designed cars to haul steel coils. The DT&I also maintained an extremely modern locomotive fleet for a railroad of its size. It marketed several premium transportation services, such as the "Railblazer".

The PC bankruptcy of 1970 and its subsequent inclusion into Conrail, resulted in the DT&I being sold off to assist in paying off PC's creditors. The former Toledo - Detroit Railroad was abandoned in the early 1960's and trackage rights over the Ann Arbor Railroad again provided access to Toledo for the DT&I. The newly independent DT&I faced a very hostile railroad environment in the late 1970's. The DT&I needed to form so sort of union with another railroad in order to survive the increased competition from the trucking industry and the ever expanding railroad neighbors. In 1980, the DT&I was acquired by the **Grand Trunk Western Railroad**. Following the GTW acquisition, the DT&I retained its corporate identity for a brief time. In 1982, the first major abandonment of DT&I trackage took place when the Ironton Branch (former Iron Railway) was abandoned south of Jackson. The line from Washington Court House to Waverly was also abandoned in 1982 when trackage rights were secured over the B&O and C&O railroads. The shops at Jackson were closed in 1984 and the trackage from Jackson to Waverly were abandoned, as were the trackage rights secured in 1982. In 1984, the DT&I was integrated into the Grand Trunk Western Railroad and passed into history.

In 1990, the GTW sold the former DT&I trackage from Springfield to Washington Court House to the **Indiana & Ohio Railroad**. The GTW continued to operate the former DT&I from Flat Rock to Springfield until February 15, 1997, when most of it was sold to the I&O. Everything south of the Ann Arbor Jct. at Diann, Michigan was included in the sale. The I&O has undertaken a massive capital investment program, rebuilding the railroad after almost a decade of neglect under GTW ownership.

The Detroit, Toledo and Ironton was a truly unique railroad in its continuous rising and falling from the favor of fortune. With the Indiana and Ohio Railway owning the largest remaining portion of the DT&I, perhaps the rails of the DT&I will once again be under the bright shine of fortunes favor.

written 1/7/98 by J. Erik Landrum
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