On June 2, 1948, the Baltimore & Ohio and New York Central formally opened the Lakefront Dock & Railroad Terminal Co., a new jointly owned dock complex. Located at the mouth of the Maumee River on Lake Erie in Toledo, Ohio, the new docks replaced each road’s older facilities. B&O and NYC spent $18.5 million constructing modern iron-ore and coal-handling docks, yards, and supporting facilities. Two B&O/Cincinnati, Hamilton & Dayton Hulett-type unloaders were moved by barge 7 miles downstream from their old location to the new facility, while two former NYC car dumpers were moved 5 miles. A third, new, car dumper was also erected on the site. The docks had an annual capacity of 4.5 million tons of iron ore (received from lake boats) and 20 million tons of coal (loaded into boats). Later, two additional Huletts were erected on the ore dock. In 1981 the new Torco ore facility, equipped with an underground conveyor system, opened on the site of coal dock No. 1. The other two dumpers and the Huletts were dismantled later in the 1980’s.

1 East Pier
2 Middle Pier
3 West Pier
4 Dock 1 (coal) with rebuilt/relocated NYC Wellman-Seaver-Morgan dumper being erected
5 Dock 2 (coal) with new Heyl & Patterson dumper
6 Dock 3 (coal) with rebuilt/relocated NYC Wellman-Seaver-Morgan dumper
7 Ore Dock with two B&O/CH&D rebuilt/relocated 17-ton Hulett unloaders
8 Converter House (converts A.C. power to D.C. for dumper and has machinery for “pig” used to push cars into dumper, plus a small machine shop)
9 Crew locker/lunch room
10 Tower used to control switches and retarders for empty cars rolling into yard
11 Derrick erecting coal dumper
12 Narrow-gauge electric locomotives to push loaded cars from yard to dumper
13 Switchbacks; empty hoppers roll from dumper onto switchback ramp, which reverses their direction so they can roll into yard