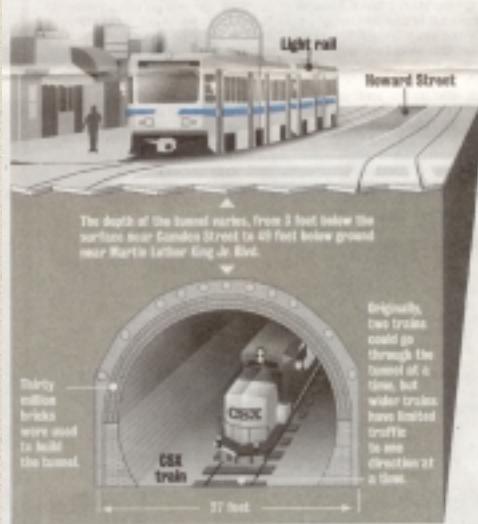




Baltimore Sun photo: Pick-blank reveals full view of the train-tunnel near Oriole Park at Camden Yards. Part of Interstate 895 and the baseball park were closed.

### A look below Howard Street

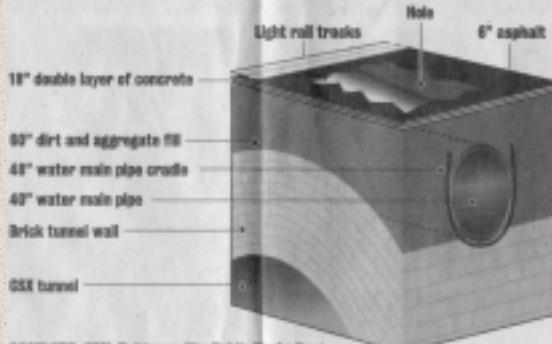


### History of the tunnel

Until 1884, the B&O Railroad leased a track through Baltimore to connect its eastern and western routes. In 1884, a competitor purchased the track, leaving the B&O with no way to get its trains through Baltimore. The hills were too steep to build a track around the western edge of the city, so the B&O opted to build the tunnel under Howard Street.

## Water main restoration

After the CSX train derailment, the water main at the intersection of Lombard and Howard streets was damaged and repairs needed to be made. Now that the water main has been repaired, the composition of the street needs to be restored to normal:

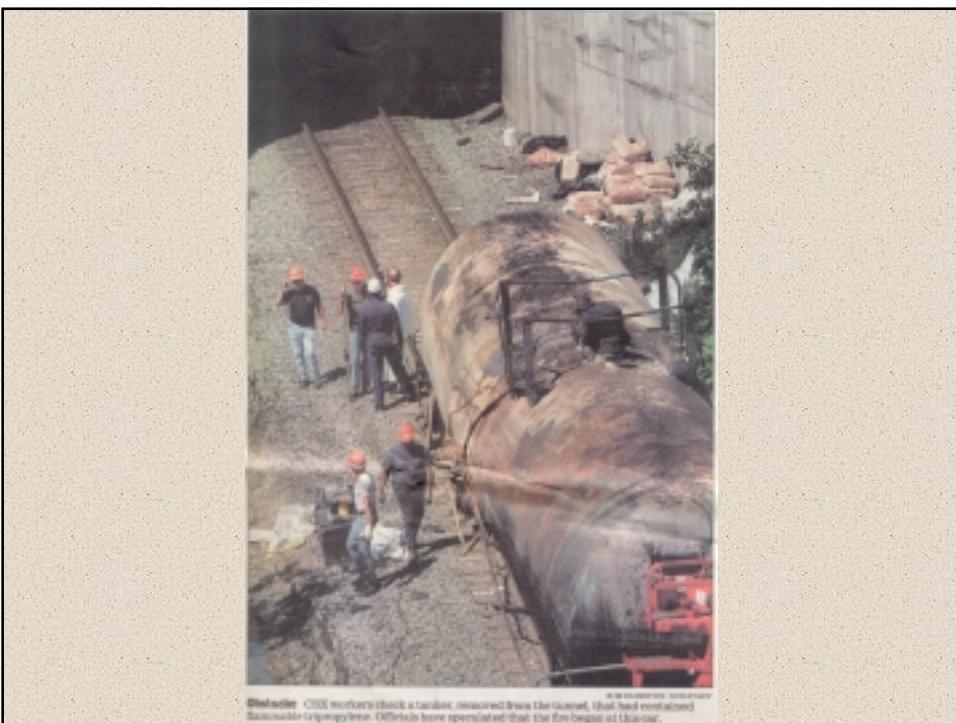
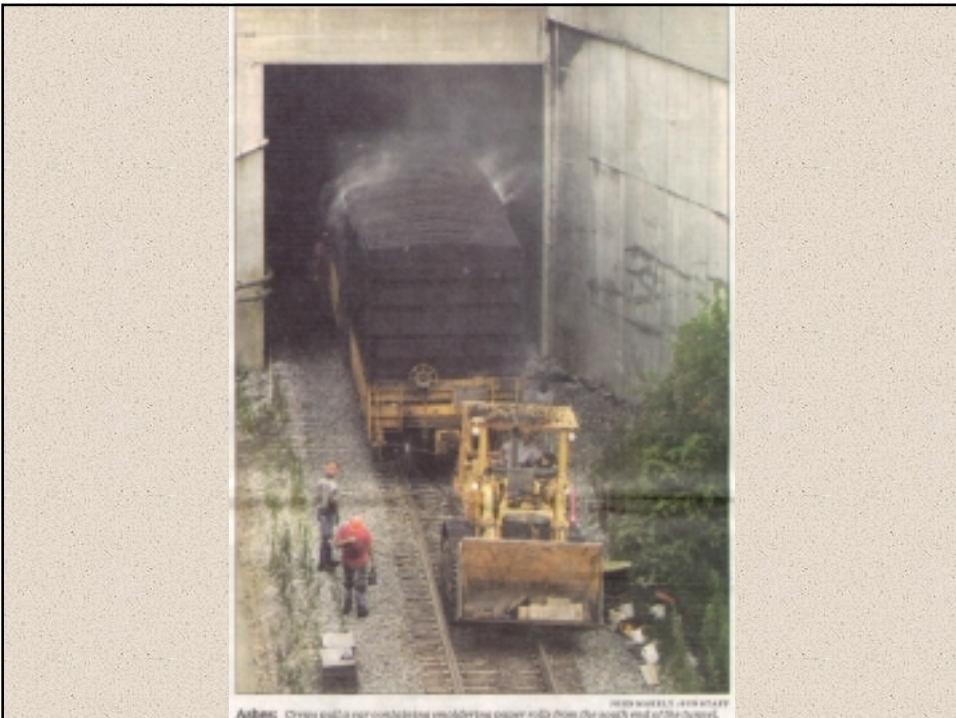


SOURCE: CSX, Baltimore City Public Works Dept.

KEN STAFF



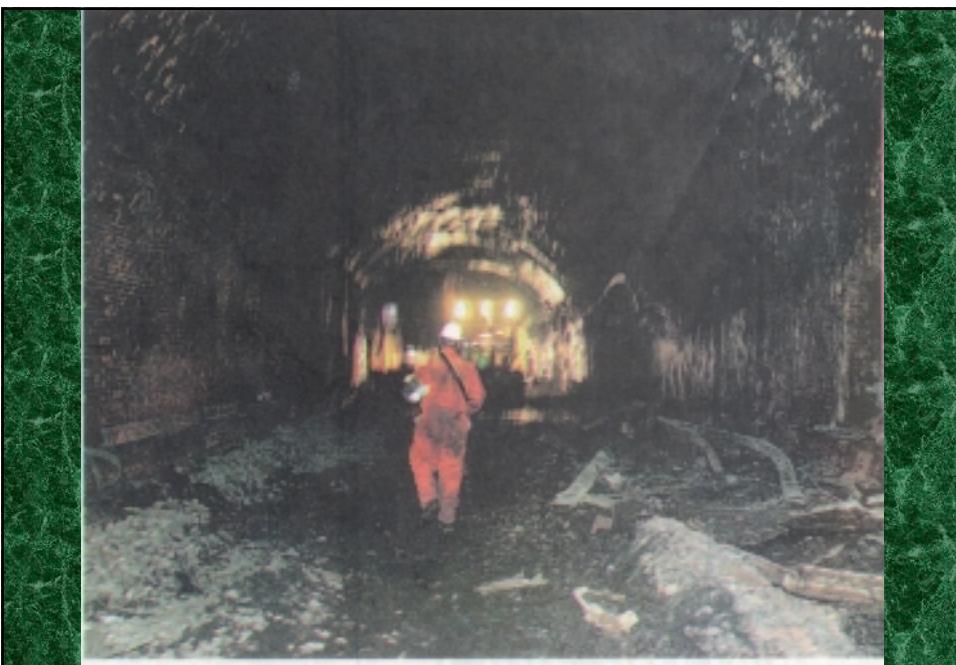
**Big job:** Public works employees survey the broken water main at Howard and Lombard streets. The repair will take at least two days to fix.





KENNETH E. LAM / SUN STAFF

**Cleaning up:** Heavy equipment operators guide a derailing tractor through a narrow opening between beams at Mount Royal Station to pull out the last of the derailed cars from the Howard Street Tunnel.



KENNETH E. LAM / SUN STAFF

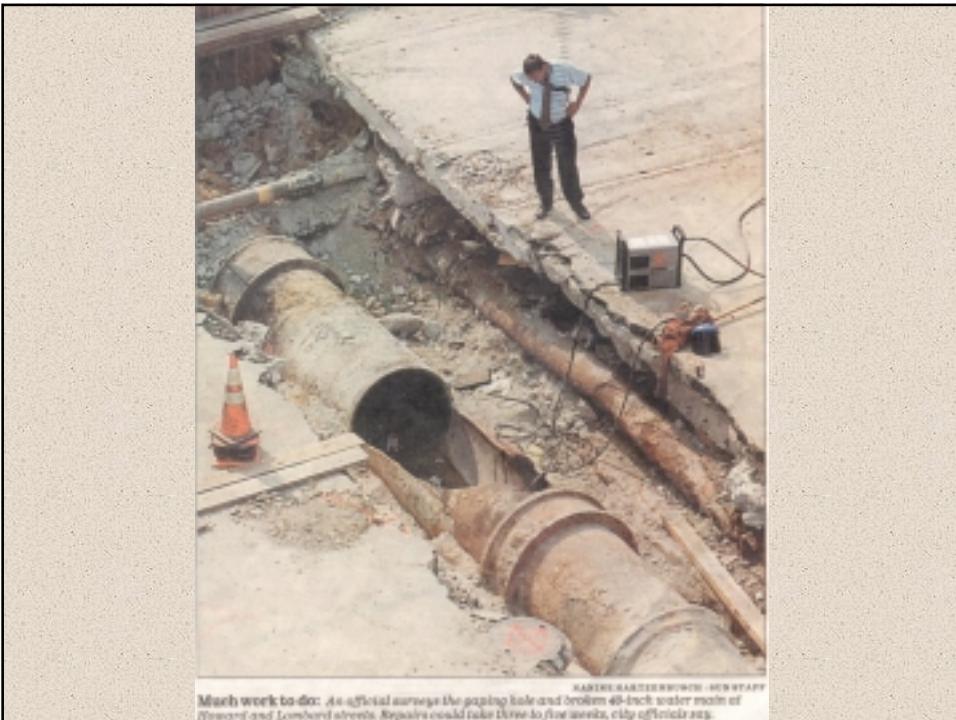
**A dark and dirty job:** An emergency worker walks through the Howard Street Tunnel, from which crews tried to remove the last two train cars.



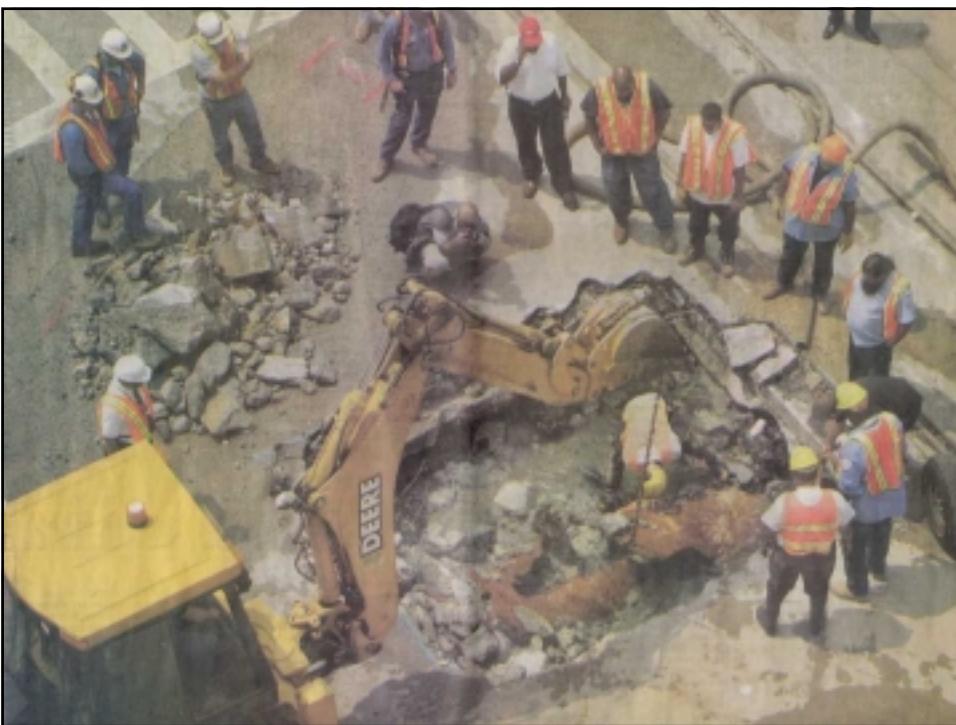
Tunnel tour: CSX officials inspect two cars in the blackened Howard Street Tunnel. Late last night, firefighters struggled to remove the charred remains of the last car.

KAREN E. LAM/SUN STAFF



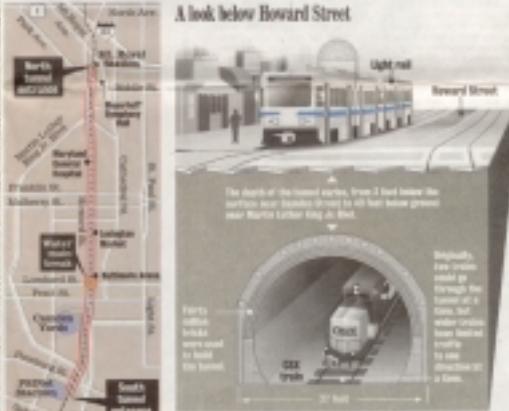


**Much work to do:** An official surveys the gaping hole and broken 48-inch water main of Francisco and Lombard streets. Repairs could take three to five weeks, city officials say.



## *Underground spill snarls city*

A look below Howard Street



### *Area affected by shutdown*



### *History of the tunnel*

Since 1894, the B&O Railroad leased a track through Bellavue to connect its eastern and western routes. In 1986, a competitor purchased the lease, leaving the B&O-MTB car way to get the traffic. To keep the line open, the city and B&O decided to build a tunnel under the western edge of the city, so the B&O opted to build the tunnel under Howard Street.

### *Tunnel facts*

Length	1.7 miles
Gauge	131-degrees
Speed limit	30 mph
Time to build	36 months
Opened	May 1, 1990



The morning after: Smoke continues to billow from the north end of the Howard Street Tunnel at Mount Royal Thursday morning.

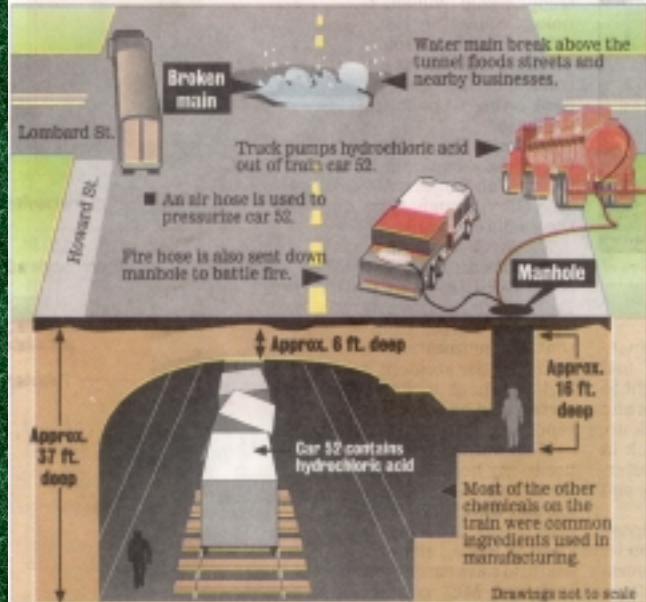








## Attacking an underground fire











**Rebuilding:** Scene looking west along Lombard Street at Howard Street shows construction work to restore the busy intersection.



Workers stand on the tilted Baltimore train car.