

# Chelsea Storm Sewer Opens Eastern Area Of East Kildonan For New Development

The City of East Kildonan is being undermined.

By the end of May it is estimated that 18,000 cubic yards of clay will be missing in order to make room for a storm sewer on Chelsea avenue.

Eighty workmen have been busy all winter tunneling about 30 feet under the earth from the river to Watt street.

The men are now working from Watt street to a point east of Gateway Road. It is anticipated this should be completed by the end of May.

Work on the \$700,000 project is being done by the BACM Ltd. at no cost to the city.

In order to develop the remainder of East Kildonan, a

storm sewer had to be constructed to drain the land.

This storm sewer will serve a two-fold purpose, firstly by relieving 230 acres drained by the existing Watt and Golspie street sewers in order that 175 acres of undeveloped land could be serviced in the Munroe Sewer System, and secondly providing drainage for 200 acres of undeveloped land in East Kildonan and 400 acres of undeveloped land in North Kildonan.

Thus the proposed storm sewer would drain a total of 830 acres, 230 of which are already developed and 600 acres to be developed within the next 10 years. The easterly limit of the undeveloped

area is Highway 59 and the northern limit is McLeod ave.

The 90" diameter sewer slopes at approximately one inch per 100 feet from the river to Watt. An 84" sewer, needed from Watt to east of Gateway, will slope at approximately two inches per 100 feet.

Due to the fact the sewer was to be constructed on an existing street, the open cut method was ruled out because of the danger of disrupting the maze of underground services on Chelsea avenue.

The only other alternative was to tunnel the sewer. This involved mining by hand.

In addition to the mining, special structures had to be

(Continued on page 3)

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(Continued from page 1)

built under Watt and Golspie street in order to divert the storm water into the Chelsea avenue storm sewer from the existing built up area north of Chelsea, south of Leighton and east of Roch to the CPR tracks.

These structures contain flood gates to prevent any water backing into the Watt and Golspie street sewers.

Mine shafts were laid out approximately 1,100 feet apart all along Chelsea. There were shafts in the middle of each block on the north boulevard.

These were sunk to a depth of 25 to 30 feet, after which two crews of five men each were to mine east and west from the shaft.

In an eight-hour shift a crew of five men would mine 21 cubic yards of earth and pour eight cubic yards of concrete, thus completing eight feet of 90" diameter sewer.



LOADING CLAY ON MINE CAR

The walls of the sewer being 12" thick require a 114" circular hole to be mined before the concrete is poured.

All material excavated and concrete poured is moved to and from the face of the tunnel in mine cars on a narrow gauge track.

Clay mined in the tunnel is hoisted, in the mine car, up the shaft by a crane and loaded on a truck for disposal.

When the tunnel heading is approximately 150 feet from the shaft, an eight-inch hole is augered down to allow concrete to be poured from a concrete truck down the hole into a mine car. This saves pushing the mine car back and forth to the shaft.

A tunnel heading will advance up to 550 feet away from the shaft and a series of these auger holes saves a considerable amount of man hours.

Most of the tunneling was in a straight line, except for curves at Kildonan Drive, Henderson Highway, Golspie street and Gateway Road.

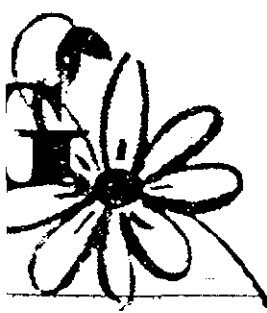
It was the responsibility of the City Survey Crew to insure the curves were accurate in order that a tunnel proceeding east and the other proceeding west would eventually meet.

The 90" storm sewer from the river to Watt, a total of 4,500 feet, was completed by the end of March in order to accommodate the spring runoff from the Watt st. system.

The remaining 2,600 feet of 84" sewer from Watt to Gateway will be completed about the end of May.

WASHINGTON — U.S. wheat sales to Saudia Arabia are projected to decline from a 65 per cent share of that country's flour imports in 1965 to about 50 per cent in 1970 and 1975.

The Saudia mostly import flour from the United States and wheat grain from Canada. But Saudi Arabia intends to increase its milling, and thus imports probably will switch from wheat flour to wheat grain.



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