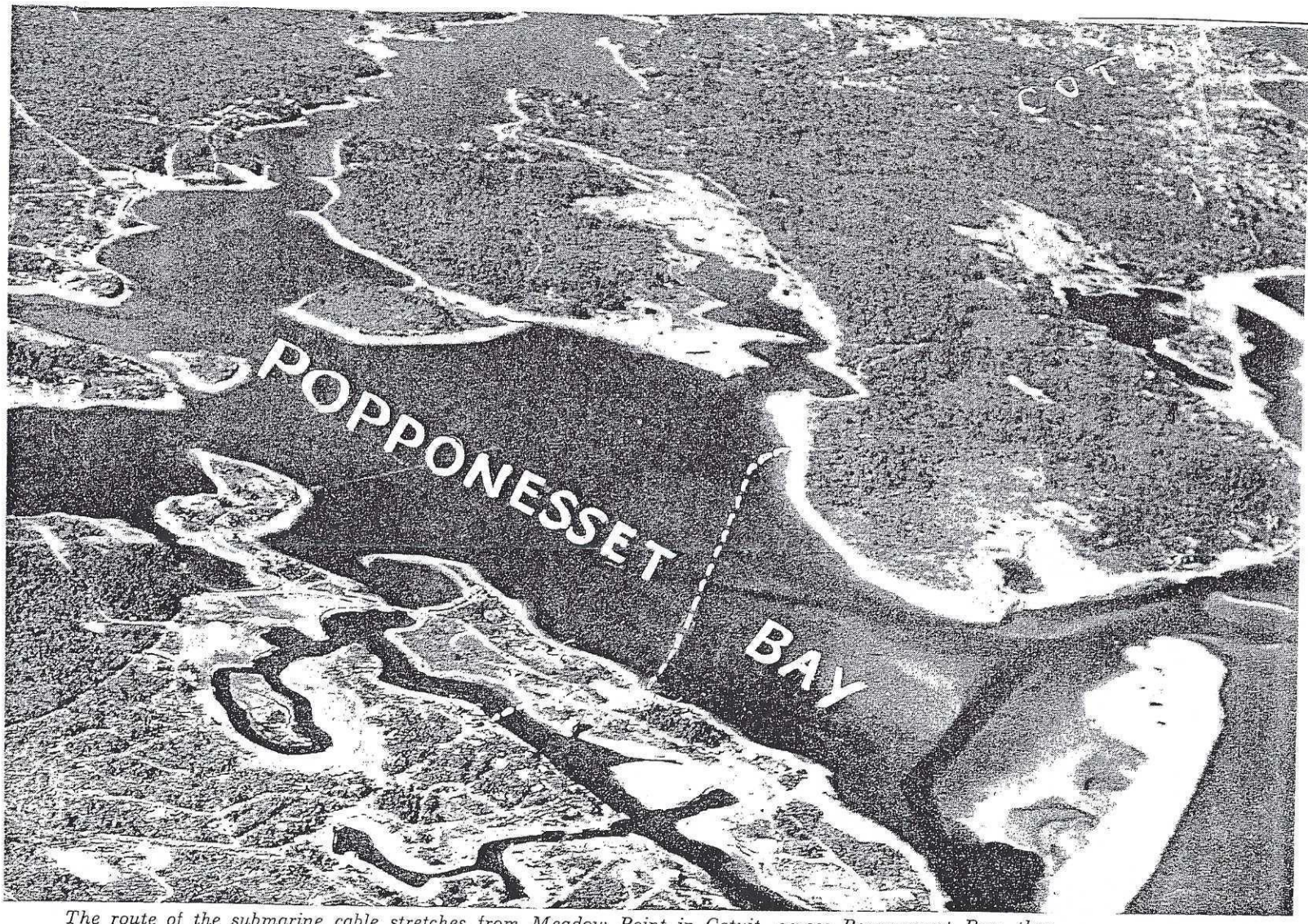
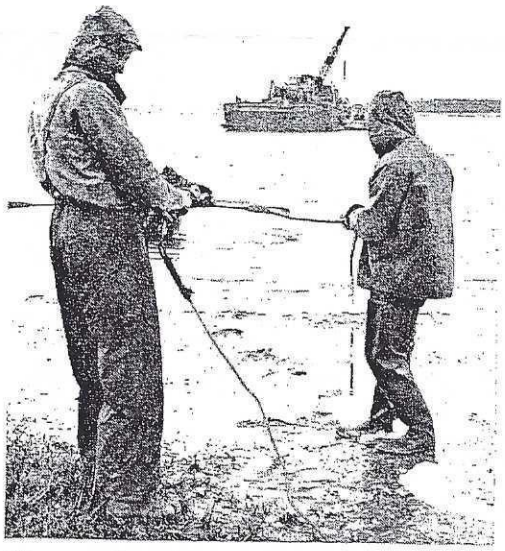
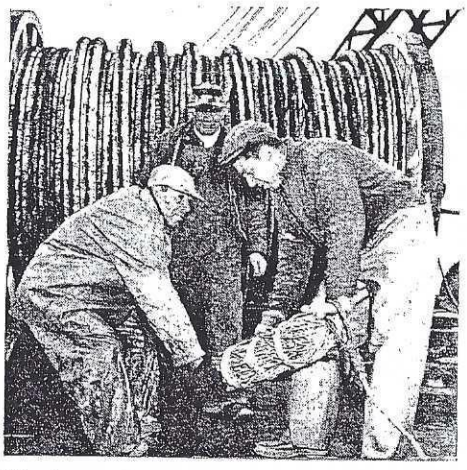


The route of the submarine cable stretches from Meadow Point in Cotuit, across Popponesset Bay, then across Popponesset Island and Popponesset Creek to New Seabury—a distance of approximately 4,600 feet.

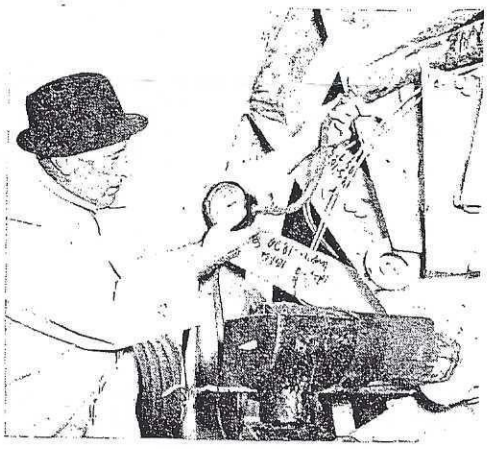
POPPONESSET



Lineman Paul Norton, left, and Line Foreman "Babe" Burlingame get ready to send the steel rope to waiting barge prior to pulling the end ashore on Popponesset Island.



Workers for the Marine Contractor guide the end of cable at start of pull.



Submarine cables are shipped from the factory under air pressure. Pressure is checked before, during and after the placing operation to be sure the cable has not been damaged. Supv. Construction Foreman Don Mellor does the checking.

CROSSING

To beach-loving vacationers Cape Cod is nothing but sand dunes, ocean breezes and shimmering, cool waters—all purely delightful.

To telephone people, however, much as they appreciate the natural beauty of the Cape, it frequently presents unusual challenges in providing telephone service.

So it happened recently when telephone facilities had to be provided for one of the Cape's fast-growing, newly-developed areas — the New Seabury development in Mashpee.

The Company is just completing a new cable system to feed this development which is about nine miles cable-wise from the Osterville Central Office. There are four water crossings in this route — West Bay, Cotuit Bay, Popponesset and Popponesset Creek, necessitating the placement of a special submarine cable. The cost of placing this cable is more than $250,000.

One of the final phases in this whole project was the placing of the submarine cable across Popponesset Bay, from Meadow Point, Cotuit, to Popponesset Island—across 3,400 feet of shallow water. The entrance to the Bay is narrow and tricky. The currents are strong. The success of this operation depended as much on the weather and tides as on the long and careful planning of the Engineers and Construction people.

Soundings of the shallow entrance into the Bay were taken. Just the right type of wooden barge stood by, to negotiate the narrow channel. A watchful eye was kept on the most favorable high tides—which turned out to be the week of May 11. The special cable arrived at Woods Hole from Maryland. A mobile crane, a specially rigged truck, several tugs, and, of course, all the people involved in the project stood by. Finally—action! It would take many pages to record the effort involved in this unusual project but these pictures will tell some of the story of Popponesset Crossing.

As the drag on the cable has become quite heavy the direct pull with the steel rope has been changed by running the steel rope through a snatch block called a "whip." Making this change are Art Frost and "Babe" Burlingame. Observing are Outs. Plt. Engs. Frank Ormon and Ted Taylor, who designed and engineered the job, also Manager Ed Cross.

Line Foreman "Babe" Burlingame and Paul Norton watch the end finally come ashore. The cable will continue to be pulled a predetermined route approximately 700 feet across Popponesset Island to meet a submarine cable previously placed across Popponesset Creek from New Seabury. This specially made cable is 4 inches in diameter and weighs 20 lbs. per ft.

The line truck pulls cable ashore. Contact is kept between shore and barge by walkie-talkies. At controls is Lineman Jack Davidson with Paul Norton and Head Lineman Art Frost.

After working throughout the night Splicers Jim Crocker and Bud Bowen stand by the completed splice. Jim is "flash testing" the splice to be sure there are no flaws in the soldering. They will now complete the bolting of the splice case around the splice and cable will be lowered into the water.