Coast Guard, DHS § 117.131

draw of this bridge shall establish contact by radiotelephone with the remote
drawbridge operator on VHF–FM Channel 13 in Omaha, Nebraska. The remote
drawbridge operator will advise the vessel whether the requested span can
be immediately opened and maintain constant contact with the vessel until
the requested span has opened and the vessel passage has been completed. The
bridge is equipped with a Photoelectric Boat Detection System to prevent the
span from lowering if there is an obstruction under the span. If the draw-
bridge cannot be opened immediately, the remote drawbridge operator will
notify the calling vessel and provide an estimated time for a drawbridge opening.

(2) High velocity flow procedures. The area from mile 118.2 to mile 125.4 is a
regulated navigation area (RNA) as described in §165.817. During periods of
high velocity flow, which is defined as a flow rate of 70,000 cubic feet per sec-
ond or greater at the Murray Lock and Dam, mile 125.4, downbound vessels
which require that the draw of this bridge be opened for unimpeded pas-
sage shall contact the remote drawbridge operator on VHF–FM Channel 13
either before departing Murray Lock and Dam, or before departing the moor-
ing cells at Mile 121.5 to ensure that the Baring Cross Railroad Drawbridge
is opened. The remote drawbridge operator shall immediately respond to the
vessel’s call, ensure that the drawbridge is open for passage, and ensure that
it remains in the open position until the downbound vessel has passed
through. If it cannot be opened immedi-
ately for unimpeded passage in ac-
cordance with § 163.203, the remote
drawbridge operator will immediately
notify the downbound vessel and pro-
vide an estimated time for a draw-
bridge opening. Upbound vessels shall
request openings in accordance with
the normal flow procedures as set forth
above. The remote drawbridge operator
shall keep all approaching vessels in-
formed of the position of the draw-
bridge span.

(c) Across the Arkansas Waterway,
the draw of the Van Buren Railroad
Drawbridge, mile 300.8 at Van Buren,
Arkansas, is maintained in the open
position except as follows:

(1) When a train approaches the
bridge, amber lights attached to the
bridge begin to flash and an audible
signal on the bridge sounds. At the end
of 10 minutes, the amber light con-
tinues to flash; however, the audible
signal stops and the draw lowers and
locks if the photoelectric boat detec-
tion system detects no obstruction
under the span. If there is an obstruc-
tion, the draw opens to its full height
until the obstruction is cleared.

(2) After the train clears the bridge,
the draw opens to its full height, the
amber flashing light stops, and the mid
channel lights change from red to
green, indicating the navigation nav-
channel is open for the passage of vessels.

[CGD08–06–005, 71 FR 70879, Dec. 7, 2006, as
amended by USCG–2007–0043, 73 FR 24868,
May 6, 2008]

§117.125 Black River.
The following draws need not be
opened for the passage of vessels:

(a) Union Pacific railroad bridge,
mile 3.4 at Paroquet.

(b) Burlington Northern railroad
bridge, mile 68.4 at Black Rock.

(c) Arkansas State Highway Depart-
ment bridge, mile 90.1 at Pocahontas.

(d) Burlington Northern railroad
bridge, mile 90.4 at Pocahontas.

(e) Union Pacific railroad bridge,
mile 144.4 at Corning.

(f) Arkansas State Highway Depart-
ment bridge, mile 152.2 at Corning.

§117.127 Current River.
The draws of the Arkansas highway
bridge, mile 10.2, and the Burlington
Northern railroad bridge, mile 12.2,
both at Biggers, need not be opened for
the passage of vessels.

§117.129 Little Red River.
The draws of the Burlington North-
ern railroad bridge, mile 25.0, and Ar-
kansas highway bridge, mile 25.2, both
at Judsonia, and the Arkansas highway
bridge, mile 30.5 at Searcy, need not be
opened for the passage of vessels.

§117.131 Little River.
The draws of the Burlington North-
ern railroad bridge, mile 7.1 near Ful-
ton, need not be opened for the passage
of vessels.