Berwick Locks Buoy 1 (LLNR 18445).

The Contraband Days Fireworks
Display, Lake Charles, Louisiana
Sponsor: Contraband Days Festivities,
Inc.

Date: First Saturday of May Duration: 9 p.m. through 12 a.m. (midnight)

Location: A 500 foot radius from the fireworks barge in Lake Charles anchored in approximate position 30°13′54″ N, 093°13′42″ W.

Neches River Festival, Beaumont, Texas Sponsor: Neches River Festival, Inc. Date: Third weekend of April Duration: First day—8 a.m. through 9:30 p.m.; Second day—8 a.m. through 6 p.m.

Location: The Neches River from Colliers Ferry landing to Lawson's Crossing at the end of Pine Street. The Blessing of the Shrimp Fleet,

Galveston, Texas

Sponsor: Blessing of the Fleet, City of Galveston, Texas

Date: Fourth Saturday of April Duration: 9:30 a.m. through 5:30 p.m. Location: The Galveston Ship Channel from the Pelican Island Bridge to Pier 14 at Galveston, Texas.

Dated: January 24, 1995.

#### Robert C. North,

Rear Admiral, U.S. Coast Guard Commander, Eighth Coast Guard District.

[FR Doc. 95–4411 Filed 2–23–95; 8:45 am]

# 33 CFR Part 117

[CGD02-95-001]

RIN 2115-AE47

# **Drawbridge Operation Regulation; Illinois Waterway**

**AGENCY:** Coast Guard, DOT. **ACTION:** Interim rule with request for

comments.

summary: The Coast Guard is establishing operating conditions for the remote operation of the Elgin, Joliet and Eastern Railway (EJ&E) Bridge over the Illinois Waterway at mile 290.1 at Joliet, Illinois. This action is being taken at the request of the Elgin, Joliet and Eastern Railway Company. The change to remote operation will permit more efficient operation of the railway bridge, while continuing to provide for the reasonable needs of navigation.

**EFFECTIVE DATES:** This interim rule is effective on February 24, 1995. Comments must be received on or before April 25, 1995.

**ADDRESSES:** Comments may be mailed to Commander (ob), Second Coast Guard

District, 1222 Spruce Street, St. Louis, MO 63103–2832, Attention: Bridge Administrator. Comments may also be delivered to Room 2.107 at the above address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. For information concerning comments, the telephone number is (314) 539–3724. The Bridge Branch, Second Coast Guard District, maintains the public docket for this rulemaking. Comments will become part of the public docket and the docket will be available for inspection or copying in room 2.107B at the above address.

FOR FURTHER INFORMATION CONTACT: Roger K. Wiebusch, Bridge Administrator, Second Coast Guard District, (314) 539–3724.

#### SUPPLEMENTARY INFORMATION:

## **Drafting Information**

The principal persons involved in drafting this document are David H. Sulouff, Project Officer, Bridge Branch and LT S. Moody, Project Attorney, Second Coast Guard District Legal Office.

# **Request for Comments**

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written data, views, or arguments. The Coast Guard is soliciting comments on the operation of the new system until April 25, 1995. The Coast Guard will consider all comments received during the comment period.

# **Publication History**

On September 1, 1994, the Coast Guard published a proposed rule (59 FR 45252) concerning this amendment. The Commander, Second Coast Guard District, also published the proposal as a Public Notice dated September 20, 1994. Interested parties were given until October 31, 1994 to submit comments. The Coast Guard received comments from the Illinois Department of Conservation and the Illinois River Carriers Association, representing approximately 34 river towing companies.

## **Background and Purpose**

The EJ&E Railway has requested permission from the Coast Guard to change the operation of the EJ&E Bridge over the Illinois waterway at mile 290.1 at Joliet, Illinois from having a manned on-site bridge tender to a remote operating system. This regulation change establishes the remote operating system and the required equipment. Under the previous regulation, the drawspan was maintained in the closed

to navigation position and manned by an on site bridge tender, opening on demand for the passage of river traffic. Communication between the bridge tender and vessel operators was conducted via marine radio.

EJ&E has installed remote operating equipment and a control system, including radar, infrared boat detectors, motion detectors and communications equipment. This equipment will facilitate operation of the drawspan from Gary, Indiana. The drawspan can also be operated at the bridge site. Under this regulation, the drawspan will be maintained in the open to navigation position except for the passage of rail traffic or maintenance. The equipment can detect any malfunction in the drawspan operation. In the event of a malfunction the remote operator can ascertain the position of the drawspan at any time. The marine radio system allows communication between the remote operator and marine traffic at the bridge on the VHF marine frequencies authorized by the Federal Communications Commission. The radar system is designed to scan upstream and downstream of the bridge. A radar antenna has been installed on the bridge.

The received radar signal is transmitted by fixed lines to the remote operator. Infrared scanners and motion detectors are located in the channel drawspan to detect vessels under the drawspan. If an obstruction is detected beneath the drawspan during the closing cycle, before the drawspan is seated and locked, the drawspan will automatically stop lowering and shall be raised to the fully open position by the remote operator until the channel is clear. Once lowered and locked in the closed to navigation position, the boat detectors will not raise the drawspan.

During the drawspan closing cycle, the bridge operator shall make a radio broadcast indicating drawspan status. At the appropriate times in the cycle, the bridge operator shall announce that the drawspan will close to navigation, that the drawspan is closed to navigation, or that the drawspan has reopened to navigation.

## **Discussion of Comments and Changes**

In response to the Notice of Proposed Rule Making, two comments were received. Both the Illinois Department of Conservation and the Illinois River Carriers Association (IRCA) expressed no objection, though the IRCA expressed two concerns. The first concern of the IRCA was whether the drawspan will be operated exactly as proposed; and second, whether or not the drawspan could accidentally be