

Assembly Bill No. 456—Committee  
on Growth and Infrastructure

CHAPTER.....

AN ACT relating to railroads; establishing requirements for the installation and operation of wayside detector systems; requiring a stopped train or other equipment to be cut, separated or moved to clear a railroad grade crossing upon the approach of an emergency vehicle; providing a civil penalty; prohibiting the operation in this State of certain trains that are more than 7,500 feet long on certain railroad tracks; and providing other matters properly relating thereto.

**Legislative Counsel’s Digest:**

Existing law establishes provisions governing the operation of railroads in this State. (Chapter 705 of NRS) **Section 1.18** of this bill prohibits a person from installing a wayside detector system in this State unless the wayside detector system has certain features. **Section 1.18** requires a person who installs a wayside detector system alongside or on a railroad to ensure such systems are located within a certain distance of each other and requires the operator of any train, rolling stock or on-track equipment to take certain actions when passing wayside detector systems which are not located in this manner. **Section 1.2** of this bill establishes requirements for the alarm on a wayside detector system. **Section 1.22** of this bill requires the operator of any train, rolling stock or on-track equipment to take certain action when notified by a wayside detector system of a defect or that the number of axles on a train is more or less than the reported number. **Sections 1.1-1.16** of this bill define terms related to wayside detector systems. **Section 1.24** of this bill requires a railroad company to ensure the employees of the company are aware of and understand the provisions of **sections 1.1-1.22** of this bill and imposes a penalty for the knowing violation of those provisions.

**Section 1.26** of this bill requires, except in the case of a mechanical failure, a train, rolling stock or other on-track equipment which has come to a complete stop and is blocking a railroad grade crossing to be cut, separated or moved upon the approach of an authorized emergency vehicle.

**Section 1.28** of this bill: (1) prohibits a railroad doing business in this State from running or allowing to be run on certain railroad tracks a work or freight train that exceeds 7,500 feet in length; and (2) provides that a person who violates this prohibition is liable to the Public Utilities Commission of Nevada for a civil penalty.



EXPLANATION – Matter in *bolded italics* is new; matter between brackets ~~omitted material~~ is material to be omitted.

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THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN  
SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

**Section 1.** Chapter 705 of NRS is hereby amended by adding thereto the provisions set forth as sections 1.1 to 1.28, inclusive, of this act.

**Sec. 1.1.** *As used in sections 1.1 to 1.24, inclusive, of this act, unless the context otherwise requires, the words and terms defined in sections 1.12, 1.14 and 1.16 of this act have the meanings ascribed to them in those sections.*

**Sec. 1.12.** *“Defect” includes, without limitation, hot wheel bearings, hot wheels, defective bearings that are detected through acoustics, dragging equipment, excessive height or weight, shifted loads, low hose, rail temperature and wheel condition.*

**Sec. 1.14.** *“Wayside detector communications system” means technology that uses wireless communications systems or algorithms to allow communication between one wayside detector system with another wayside detector system in order to predict and detect defects.*

**Sec. 1.16.** *“Wayside detector system” means an electronic device or a series of connected devices that scan passing trains, rolling stock, on-track equipment and their component equipment and parts for defects.*

**Sec. 1.18.** *1. No person shall install or operate a wayside detector system in this State unless it is equipped with:*

- (a) A hot box detector;*
- (b) A hot wheel detector;*
- (c) A dragging equipment detector;*
- (d) An audible alarm that operates in accordance with section 1.2 of this act.*

*2. Except as otherwise provided in this subsection, any person responsible for the installation of a wayside detector system alongside or on a railroad shall ensure that each wayside detector system location is not more than 10 miles from the adjacent wayside detector system location. If the natural terrain does not allow for the placement of the next adjacent wayside detector system location within 10 miles from the prior wayside detector system location, the next adjacent wayside detector system location shall be installed not more than 15 miles from the prior wayside detector system location.*



3. *If the wayside detector systems installed on or alongside a railroad do not comply with the requirements of subsection 2 and are further than 15 miles apart, the operator of any train, rolling stock or on-track equipment passing between the noncompliant wayside detector systems shall reduce speed to not more than 10 miles per hour until the train, rolling stock or on-track equipment passes the next available wayside detector system and is issued a “no defects” message from the wayside detector system.*

**Sec. 1.2.** 1. *No person shall install or operate a wayside detector system in this State unless the audible alarm for the system:*

(a) *Is assigned to the “AAR Frequency” that is assigned to the specific territory in which the wayside detector system is located; and*

(b) *In the event of a defect, sounds over the assigned radio channel or frequency not less than three consecutive times with each audible signal lasting not less than 5 seconds and with not less than 5 seconds of silence between each audible alarm.*

2. *No person shall install or operate a wayside detector system in this State unless:*

(a) *The inspection results generated by the wayside detector system provide an audible message, delivered over the applicable radio channel or frequency that contains the following information delivered to the operator of the train, rolling stock or on-track equipment:*

(1) *The wayside detector system location milepost and name;*

(2) *The track number, if applicable;*

(3) *The total number of axles on the train, including, without limitation, motive power;*

(4) *If a defect is found, the location of the defect within the train, rolling stock or on-track equipment or the component parts or equipment of the train, rolling stock or on-track equipment; and*

(5) *If no defect is found, the speed of the train, rolling stock or on-track equipment and a message that no defects were found.*

(b) *If a defect is found by the wayside detector system, in addition to the audible alarm signal required pursuant to paragraph (b) of subsection 1, the audible message required to be provided pursuant to paragraph (a) is repeated not less than three times over the applicable radio channel or frequency with 20 seconds of silence between each iteration of the audible message.*



**Sec. 1.22. 1.** *If the operator of a train, rolling stock or other on-track equipment receives a message pursuant to section 1.2 of this act indicating that a defect was found, the operator shall:*

*(a) Stop the train, rolling stock or other on-track equipment in accordance with the safety procedures issued by the managing railroad company;*

*(b) Inspect the location of the defect from a position on the ground;*

*(c) Note and present all inspection results to the appropriate officer of the railroad company, a local dispatcher or another qualified person based on company protocol; and*

*(d) Based on the inspection results:*

*(1) If the operator believes it is safe to do so, proceed along the route at a speed not exceeding 10 miles per hour if carrying hazardous materials or 30 miles per hour if not carrying hazardous materials; and*

*(2) If the operator believes continued operation is not safe, have the train, rolling stock or on-track equipment, or the applicable component or equipment of the train, rolling stock or on-track equipment, fully inspected by a qualified person to make a determination of whether it is safe to proceed.*

**2.** *If the operator of a train, rolling stock or other on-track equipment receives a message from a wayside detector system pursuant to section 1.2 of this act indicating that a defect was found and that defect was previously detected by a prior wayside detector system, the operator shall:*

*(a) Stop the train, rolling stock or on-track equipment in accordance with the safety procedures issued by the managing railroad company;*

*(b) Have the train, rolling stock or on-track equipment, or the applicable component or equipment of the train, rolling stock or on-track equipment, fully inspected by a qualified person to make a determination of whether it is safe to proceed; and*

*(c) Not allow the train, rolling stock or on-track equipment to proceed unless and until a qualified person has thoroughly inspected the defect, made any necessary repairs and declared it safe to proceed.*

**3.** *All inspections performed pursuant to this section must be performed on the ground. A person must not perform any inspection pursuant to this section from within or on a vehicle or any other mode of transportation.*



4. *If the operator of a train receives a message pursuant to section 1.2 of this act indicating that the number of axles on a train is less than the reported number of axles for that train, the operator shall report the discrepancy to the proper railroad authority.*

5. *If the operator of a train receives a message pursuant to section 1.2 of this act indicating that the number of axles on a train is more than the reported number of axles for that train, the operator shall report the discrepancy to the proper railroad authority. If the discrepancy is not resolved within 5 miles of receiving the message pursuant to section 1.2 of this act the operator shall stop the train. The operator shall not proceed until the discrepancy is resolved, all extra equipment or cars are identified and any necessary documentation is issued.*

**Sec. 1.24.** *1. Any railroad company doing business in this State shall ensure that its employees are aware of and understand the requirements of sections 1.1 to 1.24, inclusive, of this act.*

*2. Any person who knowingly violates a provision of sections 1.1 to 1.24, inclusive, of this act is liable for a civil penalty of not more than \$25,000 for each violation.*

**Sec. 1.26.** *1. Except for a train, rolling stock or other on-track equipment that is stopped due to mechanical failure where separation or movement is not possible, any train, rolling stock or other on-track equipment that has come to a complete stop and is blocking a railroad grade crossing must be cut, separated or moved to clear the crossing upon the approach of an authorized emergency vehicle.*

*2. As used in this section, "authorized emergency vehicle" has the meaning ascribed to it in NRS 484A.020.*

**Sec. 1.28.** *1. It shall be unlawful for any railroad doing business in this State to run or allow to be run on any part of a main line or branch line a work or freight train that exceeds 7,500 feet in length.*

*2. Any railroad doing business in this State which violates the provisions of this section is liable to the Public Utilities Commission of Nevada for a penalty of:*

*(a) Not less than \$5,000 for the first violation;*

*(b) Not more than \$10,000 for the second violation within 3 years after the first violation; and*

*(c) Not more than \$25,000 for a third and any subsequent violation within 3 years after the first violation.*

*3. As used in this section:*



(a) *“Branch line” means a secondary railroad track that branches off from a main line.*

(b) *“Main line” means:*

(1) *A segment or route of railroad tracks over which 5,000,000 gross tons or more of freight railroad traffic is transported annually; and*

(2) *Such other tracks as the Commission may prescribe by regulation.*

(c) *“Railroad” has the meaning ascribed to it in NRS 484A.200.*

**Secs. 2-8.** (Deleted by amendment.)

**Sec. 9.** This act becomes effective on July 1, 2023.

