



**United States Department of Transportation
Federal Railroad Administration**

Dangerous Goods / Hazardous Materials Program
Office of Safety Assurance and Compliance
1120 Vermont Avenue, Mail Stop 25
Washington, D.C. 20590

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Colleagues:

At the March 2001 Bureau of Explosives Steering Committee Meeting in Jacksonville, Florida, I discussed FRA's policy with respect to the total allowable weight on rail of tank cars containing a hazardous material. Currently, FRA allows only a 1000-pound tolerance on the actual scale weight. The Association of American Railroads' Scale Handbook and AAR Field Manual Rule 91, relative to weigh-in-motion scales (both coupled- and uncoupled-in-motion scales), allows a 1% tolerance.

Based on the AAR allowable tolerance, I am changing the Federal Railroad Administration's (FRA) Movement Approval Policy. Effective today, FRA no longer requires movement approval for any tank car that is 1% or less of the allowable total weight on rail, rounded up to the next 100-pounds, on weigh-in-motion scales. For static scales, the current policy of a 1000-pound tolerance still applies. This policy is necessary since there is no degree of certainty that any tank car measured on a scale within the AAR allowable scale tolerance for accuracy is in fact over weight.

This change also modifies FRA Memorandum HM-99-01, "*FRA Movement Approvals*," page 4, and my earlier e-mail dated 5/25/01 concerning "*FRA Policy on Tank Cars That Exceed the Allowed GWR*."

If you have any questions, please contact me.

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