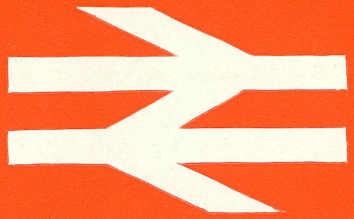
your new uniform



Published by British Railways Board

Printed in England by King and Jarrett Ltd.

your new uniform

£3
AL

The new uniform which has now been supplied to you is the result of the careful study of requirements, skilful design, thorough trial by members of the staff and efficient tailoring by the manufacturers. It is not just a replacement issue but part of the complete new look which British Rail is being given.

I hope that you and your family will find the new style and high quality of the uniform attractive; that you will be proud to wear it and will take every care of it, and so help to present British Rail as an efficient and go-ahead industry. A smart appearance is quickly noticed by our customers and does our business a lot of good.

April 1966

why a new uniform ?

New trains, modern stations and the emphasis on speed and efficiency in service must be matched by the smartness of the staff who make the system work. An up-to-date transport service cannot be represented by uniforms dating from a less style-conscious age.

British Rail is keeping abreast of these changes. The full support of the unions and valuable co-operation from the staff have helped to develop the new and exclusively British Rail uniform which you have just received in this box.

Fit and quality

The first thing to notice is the fit. The square cut of the jacket ensures freedom of movement and avoids the bulging or sagging which occurs with the old-type jacket when bulky things have to be carried in the pockets.

The trousers are designed to be worn with braces, which it was thought most men would prefer. A belt and loops are, however, provided for use on hot days when jackets and waistcoats are taken off.

The photographs show the appearance we aim at. Provided you have been correctly measured this is how your uniform should look. You will also be able to judge the fit by the comfort of the garments when you wear them. If the fit is not right, you should tell your supervisor so that, if necessary, it can be altered or exchanged.

The material is of good-quality wool, smoother and lighter in weight than the blue serge which it replaces, and more in keeping with present-day wear. The linings in the new uniforms are of a much better quality than in the past.

The colour is a pleasant and practical change, and the dye is reliable – it does not vary in shade. Most important of all, it has character and distinction; no one can mistake the wearer for any but a member of British Rail.

A uniform, to be complete, must be 'uniform' in all its detail. So, to help you achieve the right look we are, for the first time, issuing a shirt and tie. Please see that only shirts and ties of this style and colour are worn. The public notice these details, and have respect for a consistent appearance.

The cap is close-fitting, comfortable, and modern. A foam interlining keeps it soft and in shape without need for the stiffening that made the old cap awkward to wear and handle. The crown does not stick out, and so the cap cannot be knocked off the head or blown off by the wind.

To create the right style in every detail for so many men of varying sizes and ages doing many different duties has been a lengthy and highly skilled task.

After much research a prototype uniform was developed, which was tested in service over a period of two years by staff of various grades at selected stations representing all the Regions. Many improvements introduced in the final design have been based upon the frank reports from those who wore it. Every feature of the uniform has been carefully thought out and designed for a purpose. The illustrations in this booklet explain them in detail, but a few points are worth special attention.

Wear and Care

The excellence of the style, cloth, colour and cut of the uniform are in tune with current trends, fit to set a standard for years to come. They add up to a garment that you will consider worth looking after as you do the best of your clothes.

If the uniform is to do justice to you and to British Rail, anything that might spoil the effect should be avoided. The jacket and waistcoat are made to button high up, partly for appearance and warmth, but also so that those who wish to wear a pullover underneath can make sure that it will not show. Eyelets are provided on the left of the jacket for trade union and other approved badges or a flower. The collar is reserved for the British Rail symbol only.

Jackets and overcoats are designed and cut so that they will hang well even when unbuttoned. Obviously, a button-up

garment looks best with the buttons fastened, but it is worth remembering that the shape of even the finest-tailored coat suffers if it is always left open - or, of course, if too many bulky things are stuffed into the pockets, roomy though they are.

Uniforms will keep their shape longer if put on a coat-hanger when not in use. But they are bound to pick up dust and dirt in the course of your duties. Regular brushing will take care of most of this for a long time, and there are many domestic remedies for stains. Later on you will think about dry-cleaning. This really works wonders in restoring the brand-new look, and the material is good enough to stand dry-cleaning several times.

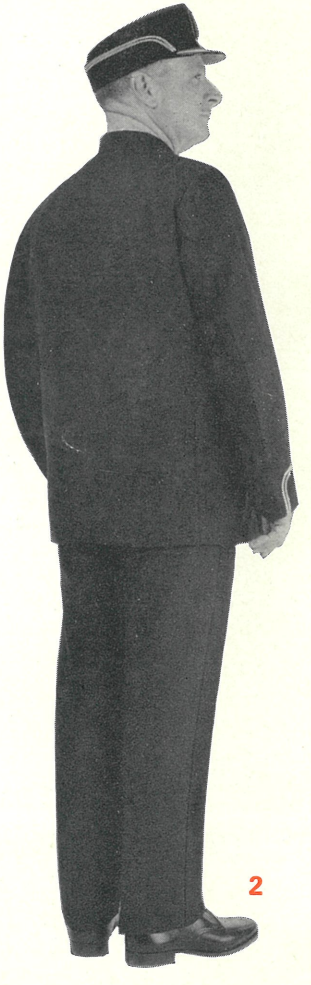
British Rail has left it to the good taste of its staff to choose boots or shoes that harmonise with the colour and style of the uniform.

A new look, from head to foot, is the distinguishing mark of all who wear the British Rail uniform. Now that you have it, please see that you play your part. Keep your uniform in the best possible condition, and so help to establish the new image of British Rail.

1 The square-cut jacket, distinctive collar, close-fitting cap and seniority identification by cap and cuff rings are features common to uniforms of all grades up to and including Station Inspector

2 The jacket is cut long for warmth and to give the wearer a more slender line

1



2

3 The new shade of dark grey and the close-fitting cap are also worn by Station Masters

3

4 The high-buttoning jacket keeps the shirt and tie clean and gives added warmth in cold weather

5 The high front will help you to ensure that pullovers do not show

6 The jacket should normally be worn buttoned but this Porter shows that even when it is unbuttoned it hangs tidily

4

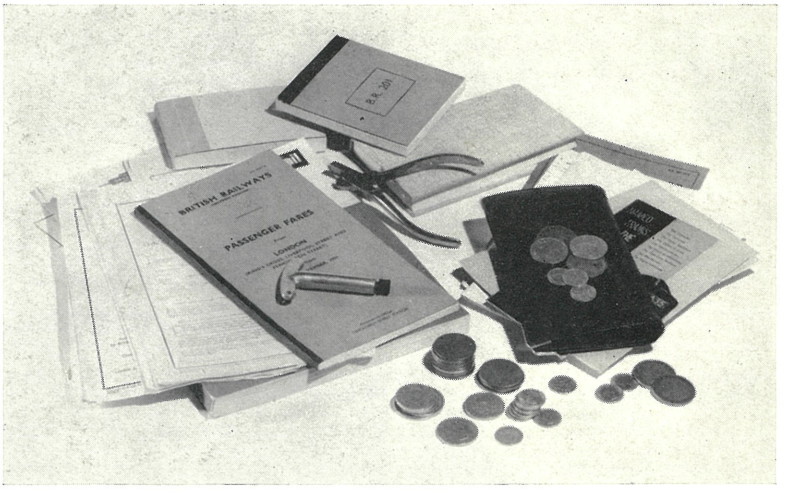
5

6

7 Ample pockets are provided to meet the requirements of each grade

8 This is the large quantity of material which a Ticket Collector may have to carry

9 All this material can be distributed between pockets without causing undue bulging or distortion



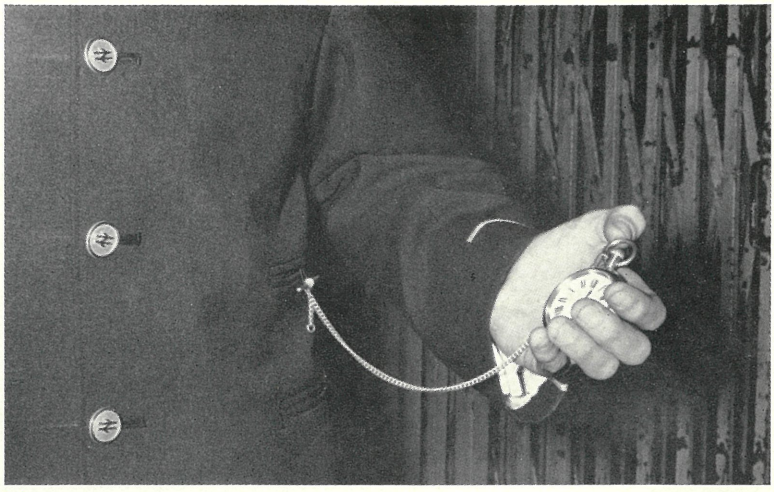
8

7

9

10 The watch pocket on the left is easily reached when an overcoat is worn. The watch-chain is fastened to a loop at the top of the pocket so that it does not drape over the front of the uniform

11 Eyelets in the left breast of Porters' and Ticket Collectors'/ Foremen's jackets are for approved badges and flowers (see 4) which must not be worn elsewhere. Pens and pencils must not be worn in eyelets



10

11

12 Foremen wear the same grade-markings as Ticket Collectors, but are distinguished by the "Foreman" badge which must be worn on the right breast, in line with the eyelets on the left side.

13 Passengers can easily recognise a Porter by the striped sleeves of his waistcoat

12

13

14 Porters' numbers, when used, must be fixed in the strap on the front of the cap immediately below the symbol

15 Trousers hang best when worn with braces

16 The fitted waist and belt enables them to be worn without braces when "shirt-sleeve order" is allowed

17 Shirts may then be worn without ties and sleeves may be rolled

14

15

16

17

18 The overcoat follows the style of the jacket. Normally worn buttoned, it hangs well even if unbuttoned

19 The Road Motor Driver's uniform is similar to a Porter's but without lapel badges and with plain grey waistcoat sleeves. The overcoat may be short, as shown here, or long as in 18. The cap is in black plastic, and the same material is used to reinforce the shoulders. Yellow plastic cuffs are provided on the overcoat