

Illinois Central Railroad Company



RULES AND SPECIFICATIONS
GOVERNING THE
UNIFORMING OF EMPLOYEES

EFFECTIVE JULY 1, 1947

Illinois Central Railroad Company



RULES AND SPECIFICATIONS GOVERNING THE UNIFORMING OF EMPLOYEES

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The Rules and Specifications herein set forth supersede all previous Rules and Specifications governing the Uniforming of Employees.

No deviation from these Rules and Specifications will be permitted without authority of the undersigned.

S. F. LYNCH,
General Manager.

Approved
C. F. DUGGAN,
Vice President.

BE COURTEOUS — BE NEAT

STATEMENT OF POLICY

The following Statement of Policy is renewed on behalf of all of us who are identified with the Illinois Central Railroad:

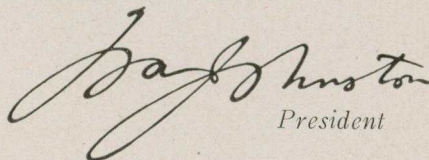
To provide adequate and dependable transportation, give courteous service, make continued improvements;

To maintain fair and reasonable rates that will stimulate the flow of commerce and cover the necessary costs of operation;

To keep our railroad a good place to work, paying reasonable wages, giving employees fair treatment, providing them with tools to do good work;

To meet our financial obligations in a manner that will maintain credit and attract capital for improvements;

To deserve the confidence and good will of our friends and neighbors.


President

BE COURTEOUS — BE NEAT

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GENERAL RULES

1—Employees on duty must wear the prescribed badge and uniform and be neat in appearance.

2—The following employees are required while on duty to wear the standard uniforms or parts of uniforms herein prescribed:

Passenger Conductor	Station Agent
Train Collector	Station Baggage
Train Auditor	Usher
Station Master	Elevator Starter
Traffic Director	Elevator Operator
Passenger Flagman	Steward
Train Baggage	Stewardess
Gateman	Waiter-in-Charge
Train Porter	Waiter
Parlor Car Porter	Club Car Porter
Gatewoman	Buffet Sleeping Car Porter
Suburban Engineman	Waiter-Coach Attendant
Train Baggage	Cook
Uniformed Police Officer	

3—Other employees required to be specially or partially uniformed will wear such clothing or portion of uniform as designated by proper authority.

4—Uniforms must be made from the standard materials adopted and in accordance with the specifications herein prescribed. Superintendents and other proper authority will have frequent inspection made and see that renewals of uniform clothing are made when in their judgment it is necessary.

5—Standard badges, ornaments, and buttons will be furnished by the Company. Should employees leave the service for any cause, they will be required to return the badges, ornaments, and buttons to their employing officer.

6—Uniform coat and trousers made from light weight standard blue uniform material and in accordance with the specifications herein prescribed may be worn during the summer season by passenger conductors, train collectors, train auditors, station masters, traffic directors, passenger flagmen, gatemen, train porters, and parlor car porters, except that such employees may, if desired, wear black or blue alpaca sack coats. These classes of employees will not be required to wear uniform vests with summer uniforms, except that passenger conductors and train collectors may, if desired, wear unbleached duck vests with standard uniform buttons. Standard shape and color combination silk and straw caps may be worn during the summer season.

(Continued next page)

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7—Passenger conductors, train collectors, train auditors, station masters, traffic directors, passenger brakemen, passenger flagmen, gatemen, train porters, and parlor car porters must wear black leather shoes, black neckties, and white shirts with white collars, except that shirts of Soulette sanforized poplin, shade 202 blue, with collar attached, may be worn if desired.

8—Where practicable, uniformed employees will wear their coats buttoned while on duty.

9—Employees must remove their caps when working in or passing through dining cars while meals are being served, except passenger conductors when actually engaged in the duty of collecting fares.

10—Service bars and stars, furnished by the Company, are to be worn by uniformed conductors, collectors, brakemen, flagmen, gatemen, station masters, traffic directors, and train porters. Bars and stars for conductors, collectors, station masters, and traffic directors to be of gilt bullion—all others to be of silver colored bullion. Bars to be ¼-inch wide and ⅞-inch long, and to be worn on top of left sleeve in center, placed parallel with the sleeve and with lower end of bars 3¾ inches above bottom of sleeve. Service bars to be ¼-inch apart. Each bar will represent five years of service. After five service bars, a star of the same material will be worn on the sleeve just above the bars, each star to represent five years additional service. Stars are to be placed ¼-inch above the bars and ¼-inch apart. Bars and stars are to be located on the sleeve in manner shown below, according to term of service:

25 years service	
30 years service	★
35 years service	★★
40 years service	★★★
45 years service	★★★★★
50 years service	★★★★★★

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PASSENGER CONDUCTOR TRAIN COLLECTOR TRAIN AUDITOR

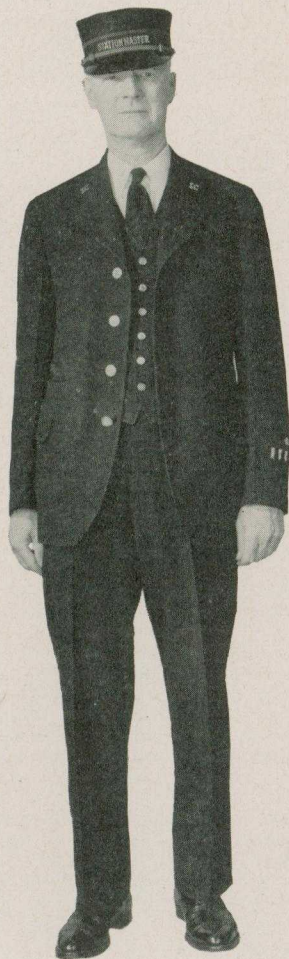
COAT—Standard blue uniform cloth. Single breasted 4-button sack, round corners, edge double stitched $\frac{3}{8}$ ", seams plain, back seam, open facing, lined full or skeleton back, cuffs double stitched 3" up, cut to conform slightly to the figure, skirt to extend to second thumb joint, collar to roll to top button, opening to extend 5" below shirt collar button, four regulation large size fire gilt buttons down the front and two small ones on each cuff, all buttons to be put on with eyelets. Pockets—one outside breast welt 5" x 6", two outside skirt $6\frac{1}{2}$ " x 8" with flaps, two outside cash 4" x $4\frac{1}{2}$ " piped (except that train auditor gets one outside cash pocket on right side), two inside breast $6\frac{1}{2}$ " x 8", two inside cash 4" x 5". All inside pockets cloth faced. Pocketing to be best quality wear-proof double drill. Coat lining to be permanent finish fast dyed Skinner's rayon, sleeve lining to be best sateen. Best hair-cloth and Irish linen canvas to be used in making coat. Each side of collar to bear regulation yellow metal collar ornament, the lower edge of ornament to be $\frac{1}{2}$ " above and parallel to collar stop, and $\frac{1}{2}$ " from outside edge of collar.

VEST—Same material as coat. Single breasted, no collar, opening to be 5" below shirt collar button, edges turned in and double stitched, six small regulation fire gilt buttons to be put on with eyelets. Pockets—four outside and one inside, 5" deep. Lining and pocketing to be same quality as used in coat.

TROUSERS—Same material as coat. Straight cut style, $\frac{1}{8}$ " welt seams, belt loops, felled bottoms. Pockets—two side or top pockets, two hip pockets, and one watch pocket. Suburban men get punch pocket 4" x 5" over right hip. Pocketing to be best quality wear-proof double drill. Inside of crotch reinforced with pure linen, black ivory buttons, waist trimming to be best sateen.

CAP—Black grosgrain, slightly bell shaped, gossamer band, best hair-cloth sides, best sateen lining, best selected grain leather sweat, leather visor, $2\frac{1}{4}$ ", band $1\frac{5}{8}$ ", crown $1\frac{5}{8}$ ", two black air vents on each side, two small regulation fire gilt buttons fastened with wire prongs, regulation yellow metal cap ornament in center of black band, double loop gilt visor cord $\frac{3}{16}$ ", gold braid at bottom of bell.

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STATION MASTER TRAFFIC DIRECTOR

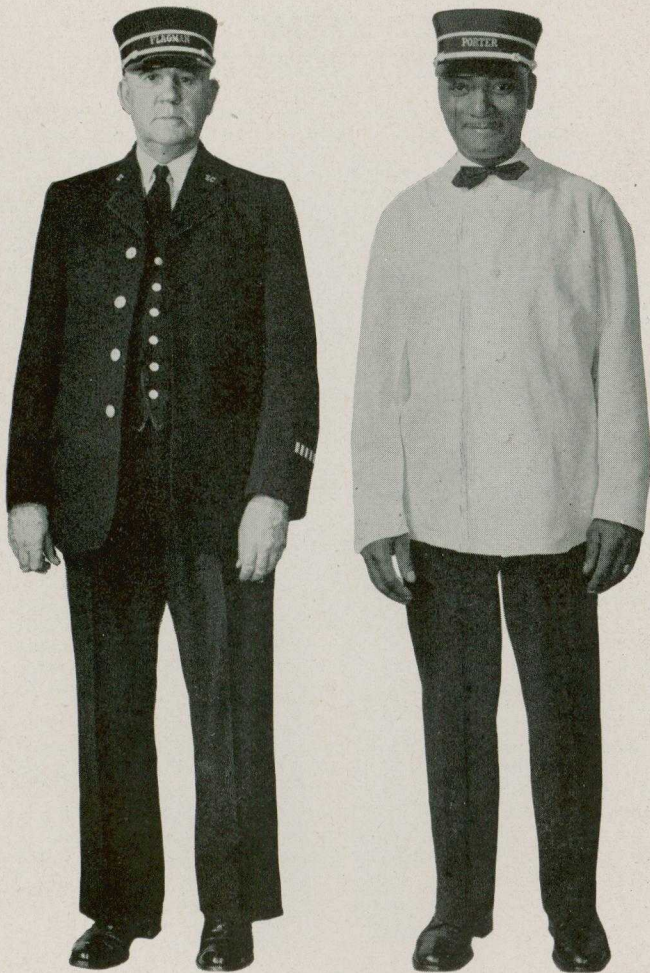
COAT—Standard blue uniform cloth. Single breasted 4-button sack, round corners, edge double stitched $\frac{3}{8}$ ", seams plain, back seam, open facing, lined full or skeleton back, cuffs double stitched 3" up, cut to conform slightly to the figure, skirt to extend to second thumb joint, collar to roll to top button, opening to extend 5" below shirt collar button, four regulation large size fire gilt buttons down the front and two small ones on each cuff, all buttons to be put on with eyelets. Pockets—one outside breast welt 5" x 6", two outside skirt $6\frac{1}{2}$ " x 8" with flaps, two inside breast $6\frac{1}{2}$ " x 8". All inside pockets cloth faced. Pocketing to be best quality wear-proof double drill. Coat lining to be permanent finish fast dyed Skinner's rayon, sleeve lining to be best sateen. Best haircloth and Irish linen canvas to be used in making coat. Each side of collar to bear regulation yellow metal collar ornament, the lower edge of ornament to be $\frac{1}{2}$ " above and parallel to collar stop, and $\frac{1}{2}$ " from outside edge of collar.

VEST—Same material as coat. Single breasted, no collar, opening to be 5" below shirt collar button, edges turned in and double stitched, six small regulation fire gilt buttons to be put on with eyelets. Pockets—four outside and one inside, 5" deep. Lining and pocketing to be same quality as used in coat.

TROUSERS—Same material as coat. Straight cut style, $\frac{1}{8}$ " welt seams, belt loops, felled bottoms. Pockets—two side or top pockets, two hip pockets, and one watch pocket. Pocketing to be best quality wear-proof double drill. Inside of crotch reinforced with pure linen, black ivory buttons, waist trimming to be best sateen.

CAP—Black grosgrain, slightly bell shaped, gossamer band, best hair-cloth sides, best sateen lining, best selected grain leather sweat, leather visor $2\frac{1}{4}$ ", band $1\frac{3}{8}$ ", crown $1\frac{5}{8}$ ", two black air vents on each side, two small regulation fire gilt buttons fastened with wire prongs, half-inch gold block lettering in center of black band, double loop gilt visor cord $\frac{3}{16}$ ", gold braid at bottom of bell.

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PASSENGER FLAGMAN
GATEMAN
TRAIN PORTER
PARLOR CAR PORTER

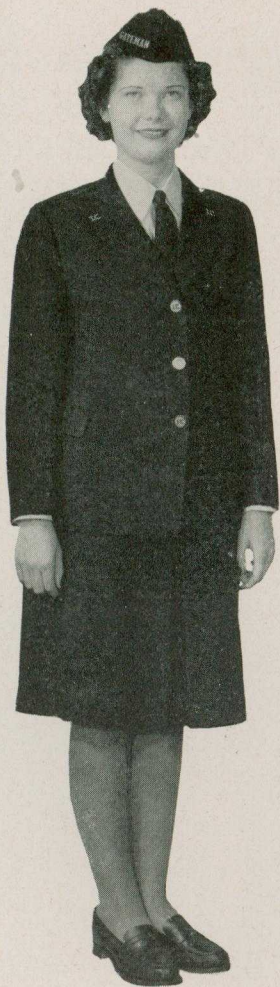
COAT—Standard blue uniform cloth. Single breasted 4-button sack, round corners, edge double stitched $\frac{3}{8}$ ", seams plain, back seam, open facing, lined full or skeleton back, cuffs doubled stitched 3" up, cut to conform slightly to the figure, skirt to extend to second thumb joint, collar to roll to top button, opening to extend 5" below shirt collar button, four regulation large size white metal buttons down the front and two small ones on each cuff, all buttons to be put on with eyelets. Pockets—one outside breast welt 5" x 6", two outside skirt 6½" x 8" with flaps, one inside breast 6" x 8"; suburban flagmen get one outside breast welt 5" x 6", two outside skirt 6½" x 8" with flaps, two outside cash 4" x 4½" piped, two inside breast 6½" x 8", and two inside cash 4" x 5". All inside pockets cloth faced. Pocketing to be best quality wear-proof double drill. Coat lining to be permanent finish fast dyed Skinner's rayon, sleeve lining to be best sateen. Best hair-cloth and Irish linen canvas to be used in making coat. Each side of collar to bear regulation white metal collar ornament, the lower edge of ornament to be ½" above and parallel to collar stop, and ½" from outside edge of collar.

VEST—Same material as coat. Single breasted, no collar, opening to be 5" below shirt collar button, edges turned in and double stitched, six small regulation white metal buttons to be put on with eyelets. Pockets—four outside and one inside, 5" deep. Lining and pocketing to be same quality as used in coat.

TROUSERS—Same material as coat. Straight cut style, ⅛" welt seams, belt loops, felled bottoms. Two side or top pockets, two hip pockets, and one watch pocket. Suburban men get punch pocket 4" x 5" over right hip. Pocketing to be best

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quality wear-proof double drill. Inside of crotch reinforced with pure linen, black ivory buttons, waist trimming to be best sateen.

CAP—Black grosgrain, slightly bell shaped, gossamer band, best hair-cloth sides, best sateen lining, best selected grain leather sweat, leather visor 2¼", band 1½", crown 1½", two black air vents on each side, two small regulation white metal buttons fastened with wire prongs, regulation white metal cap ornament in center of black band, double loop silver visor cord 3/16", silver braid at bottom of bell.

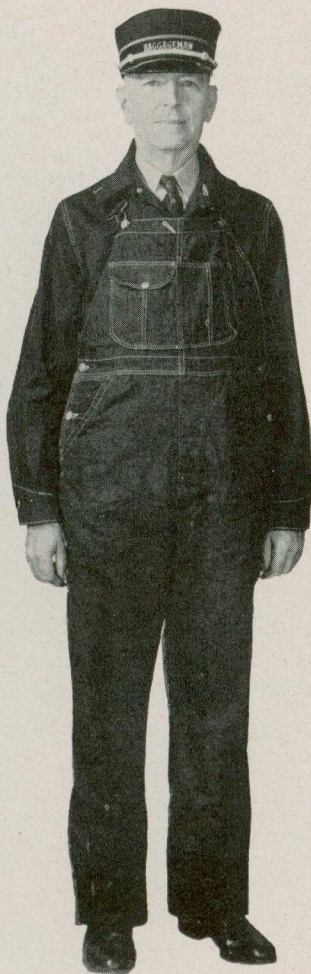
NOTE: Parlor car porters will wear white duck coats, furnished by the Company, while on duty on trains.

GATEWOMAN

COAT—Standard blue uniform cloth. 3-button straight front, notch lapel, edge single stitched 1/16", seams plain, plain sleeves, lined full, shields same goods as lining, three regulation large size white metal buttons down the front sewed on. Pockets: one outside breast welt 4¾" x 5¼", two outside skirt with flaps, one inside breast, one inside cash 4¼" x 5". Pocketing to be best quality wear-proof double drill. Coat lining to be permanent finish fast dyed Skinner's rayon, sleeve lining to be best sateen. Best hair-cloth and Irish linen canvas to be used in making coat. Each side of collar to bear regulation white metal collar ornament, the lower edge of ornament to be ½" above and parallel to collar stop, and ½" from outside edge of collar.

SKIRT—Three pleats, front and back stitched ⅛" from edge, stitched up 12" from pleats, waist band 1¾" wide, one pocket right side, skirt approximately 18 to 19 inches from floor.

CAP—12-oz. blue serge, one piece top, eight points, no wire, black railroad band, black visor, two black air vents on each side, double loop silver visor cord 3/16", two small regulation white metal buttons, regulation white metal cap ornament in center of black band; or overseas type cap of same material. Full length stockings.



SUBURBAN ENGINEMAN

Two piece overall suit with blue and white or black and white stripes.

White or striped cap with visor.

TRAIN BAGGAGEMAN

Bib overalls, color blue.

CAP—Black grosgrain, slightly bell shaped, gossamer band, best hair-cloth sides, best sateen lining, best selected grain leather sweat, leather visor $2\frac{1}{4}$ ", $1\frac{5}{8}$ " band, $1\frac{5}{8}$ " crown, two black air vents on each side, two small regulation white metal buttons fastened with wire prongs, regulation white metal cap ornament in center of band, double loop silver visor cord $\frac{3}{16}$ ", silver braid at bottom of bell.

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UNIFORMED POLICE OFFICER

CAP—Indigo wool dyed approved cloth. Octangular in shape at top. Height in front about $4\frac{1}{4}$ " slanting downward from front to rear; the crown to measure, after being made up, about $11\frac{1}{4}$ " across from point to point. Band about $2\frac{1}{8}$ " wide. Black enameled leather chin strap in one piece, not less than $\frac{1}{2}$ " wide. Thin black rubber cloth rain cover, covering entire cap except visor. Solid black patent leather visor, about 2" wide in front, with inside edge about 11" and outside edge about 14", cut to slope at an angle of about 45 degrees, moulded to shape.

TROUSERS—Indigo wool dyed serge or approved cloth. Neat fitting, full length, with a 2" turn-up at bottom. Same material as coat.

COAT—Good grade indigo wool dyed serge or approved cloth. Single breasted, four-piece blouse, form fitting back, lapel collar, $1\frac{3}{4}$ " wide at back of same goods, lapels 9" long and $3\frac{1}{4}$ " wide at junction with collar. Square corerred coat. Coat to extend 2" below the crotch. Regulation police buttons. Four buttons (large) on right side of coat $1\frac{1}{2}$ " back from edge and equal distance apart. Two buttons (small) at each cuff at the under seam, as follows: One button $1\frac{1}{4}$ " and the other $2\frac{1}{4}$ " from end of sleeve. One button (small) at point of each flap on outside breast pocket. Coat shall fit snugly at the waist and be free at the chest. Sewed with heavy linen thread, three loops on left side of coat and placed so as to bring lower point of star even with breast pocket button. Two upper outside blind patch pockets, 5" deep, which shall be provided with a $5\frac{1}{2}$ " scalloped flap, with a center point, extending downwards $2\frac{1}{2}$ ". Top of pocket on a line with top button of coat. Two inside pockets 6" wide and 7" deep. Side vents 7" in length.

OVERCOAT—Indigo wool dyed of suitable cloth, preferably 30-oz. Double breasted, extending to the knee. Convertible style roll collar. Form fitting. Fly in the back extending not more than 22" nor less than 19" from bottom of garment. Fly fastened with two black bone buttons and button holes to correspond. Regulation police buttons. Body of overcoat buttoned in front with a double row of buttons, three on each side. Top button on breast line, and buttons 6" apart; bottom buttons at waist line and $4\frac{1}{2}$ " apart. Center buttons equally spaced between top and lower buttons. Two regulation buttons, one

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underneath each lapel and 4" apart. Button holes 1" from edge of coat. Collar 4½" wide in back and 3" wide at junction with lapel. Lapels 5" wide at the peak and horizontal with junction of collar. Opening between collar and lapel ½" at outer edge. Each lapel to have one button hole. Loops for stars sewed with heavy linen thread, three loops on left side of coat and placed 2" to left of top button so as to have bottom points of star on line with top of top button. Two vertical outside pockets, one on each side, opening 9" when finished, with slits through lining. Pockets shall not be less than 8" deep from lower end to opening. Opening to be in line with front of arm hole. Top of pockets to be on line with waist line buttons. Coat shall have an inside breast pocket on each side.

SHIRT—Police regulation blue shirt.

TIE—Black four-in-hand.

BELT—Black leather.

RAINCOAT—Black regulation police raincoat.

STATION AGENT

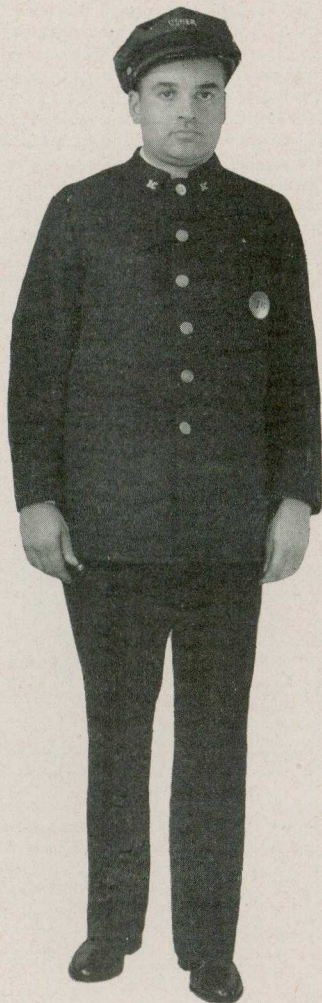
Station agents are required to wear uniform cap when on duty on station platform and serving passenger trains.

CAP—Black grosgrain, slightly bell shaped, gossamer band, best hair-cloth sides, best sateen lining, best selected grain leather sweat, leather visor 2¼", 1⅝" band, 1⅝" crown, two black air vents on each side, two small regulation fire gilt buttons fastened with wire prongs, regulation yellow metal cap ornament in center of band, double loop gilt visor cord 3/16", gold braid at bottom of bell.

STATION BAGGAGEMAN

CAP—Black grosgrain, slightly bell shaped, gossamer band, best hair-cloth sides, best sateen lining, best selected grain leather sweat, leather visor 2¼", 1⅝" band, 1⅝" crown, two black air vents on each side, two small regulation white metal buttons fastened with wire prongs, regulation white metal cap ornament in center of band, double loop silver visor cord 3/16", silver braid at bottom of bell.

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USHER

COAT—Standard blue uniform cloth. Single breasted, straight front, square cut blouse with Russian collar, edge double stitched $\frac{3}{8}$ ", seams plain, open facing, cuffs doubled stitched $\frac{3}{8}$ " up, lined full or skeleton back, cut to conform slightly to the figure, skirt to extend to second thumb joint, six regulation large size white metal buttons down the front and two small ones on each cuff, all buttons to be put on with eyelets, two inside breast pockets, edges turned in and double stitched, stitching to be in silk of standard make and test, pure dye, and rows $\frac{3}{8}$ " apart. Lining to be permanent finish, fast dyed, Skinner's rayon, sleeve lining to be best sateen, best hair-cloth and Irish linen canvas to be used in making coat, pocketing to be best quality of wear-proof double drill. Each side of collar to bear the regulation white metal collar ornament, the ornament to be 1" from front edge of collar and in center. Coat always to be worn buttoned.

TROUSERS—Same material as coat. Straight-cut style, belt loops, felled bottoms, $\frac{1}{8}$ " welt seams, two side or top pockets, two hip pockets, and two watch pockets, to be made of wear-proof double drill pocketing, inside of crotch reinforced with pure linen, black ivory buttons, waist trimming to be the best sateen.

CAP—Red serge, octangular in shape at top, slanting downward from front to rear, crown to measure about 10" across from point to point, $1\frac{1}{2}$ " black band, black patent leather visor cut to slope at an angle of about 45 degrees, two air vents on each side, regulation white metal cap ornament in center of cap above black band.

ALTERNATE UNIFORMS FOR USHERS

NORTHERN LINES—Navy blue woolen blouse or bluish-gray shirt with black bow tie may be worn in lieu of standard uniform coat as directed by Head of Department.

SOUTHERN LINES—Bluish-gray shirt and black bow tie, or white or biege colored linen coats, may be worn in lieu of standard uniform coat as directed by Head of Department.

NOTE 1—Badge or number to be worn in location designated by Head of Department.

NOTE 2—Chief Usher may wear uniform equipped with fire gilt buttons and regulation yellow metal collar and cap ornaments, if approved by Head of Department.

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ELEVATOR STARTER

COAT—3-button double-breasted, trimmed with blue and gold braid No. 122 on collar and cuffs. Style 726.

TROUSERS—Stripe down side seams of gold braid No. 122. Material 6506.

CAP—Embroidery on band in gold silk "Starter." Style 609.

Maier Lavaty Company, Material No. 6506—Medium blue, wool.

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ELEVATOR OPERATOR

(Chicago and Memphis)

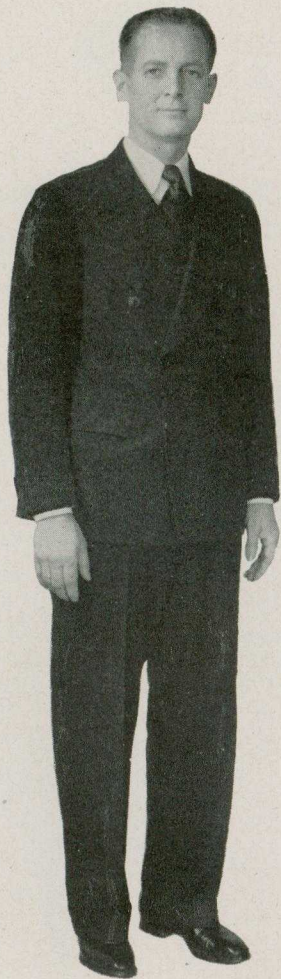
COAT—3-button double-breasted sack, plain back, no vent. Edges single stitched 3/16". Plain seams and piped inside. Gilt crest buttons, Peak lapels. Collar of same goods, plain, no braid. No shoulder straps. Pockets—no outside breast pockets, two lower flaps only — no pockets; one inside breast pocket, left side. Sleeves—two rows No. 138 braid on top sleeves at cuffs 1/2" apart, straight across. 1/4 rayon lined. "Illinois Central" embroidered through right sleeve. Armshields—Union label.

TROUSERS—1/8 top pockets, two hip and one watch pocket. Tab on left hip pocket. Belt loops, suspender buttons, one row No. 138 braid on side seams, two 1/2" felled bottoms; heel guards. Drill pockets, Union label.

MATERIAL—Olive green. Maier Lavaty Style 726, Material 3004-1/2 6400.

NOTE: Elevator Operators may during summer months wear olive green shirt with green tie to match—the shirt to have full length sleeves, and with the Illinois Central emblem sewed on shirt pocket.

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STEWARD

WINTER UNIFORM:

COAT—Double-breasted sack, two buttons with three buttons on each breast, cloth sweats. Material dark blue serge or flannel (plain, no belt or pleats), black buttons sewed on, cuffs plain with three small black buttons sewed on, skeleton lined.

TROUSERS—Same cloth as coat, eight belt loops, felled bottoms, plain seams, two side pockets, two hip pockets, one watch pocket.

White shirt and collar, black or dark solid color four-in-hand tie; black well-polished shoes; solid black socks.

SUMMER UNIFORM:

COAT—Dark blue, light-weight double-breasted sack, two buttons with three buttons on each breast, cloth sweats (plain, no belt or pleats). Black buttons sewed on; cuffs plain with three small black buttons sewed on, skeleton lined. Material flannel or light-weight serge.

TROUSERS—White or faintly striped white flannel 9½-oz., tropical worsted or light-weight serge. Eight belt loops, plain seams, two side pockets, two hip pockets, one watch pocket.

White shirt and collar. Black or dark solid color four-in-hand tie. White or black and white shoes, well cleaned. Solid black or white socks.

NOTE: Clean shirts and collars are required. Shiny trousers, frayed cuffs of both trousers and shirts are to be avoided. Suit should be kept cleaned and pressed.



STEWARDESS

WINTER UNIFORM:

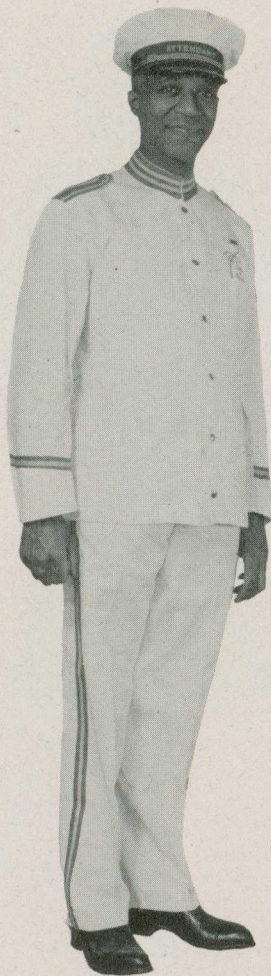
Jacket, skirt, and chapeau. Blouse with either round tailored neck with small grosgrain ribbon tie at neck-line, or the open shirt type—should be rayon or rayon silk, not cotton. Cuban heeled shoes. Color and material designated by General Superintendent Dining Service.

SUMMER UNIFORM:

Tropical worsted suit and chapeau to match. Rayon or rayon silk blouse. White cuban heeled shoes. Color and material designated by General Superintendent Dining Service.

NOTE: Jewelry consisting of one ring and a watch may be worn. Jacket may be removed for trainside service during extremely hot weather. Chapeau will be worn at all times.

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WAITER-IN-CHARGE, WAITER, CLUB CAR PORTER, BUFFET SLEEPING CAR PORTER

White twill jacket and trousers. Trim to be in color designated by General Superintendent Dining Service.

Black shoes, well polished, and with no holes for corns.

Solid black socks.

NOTE: Service badge to be worn in location designated by Head of Department.

WAITER-COACH ATTENDANT

White twill jacket, trousers, and cap. Trim to be in color designated by General Superintendent Dining Service.

Black shoes, well polished, and with no holes for corns.

Solid black socks.

NOTE: Service badge to be worn in location designated by Head of Department.

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COOK

White twill jacket, apron, neckerchief, cap, and trousers. Suitable work shoes and socks.

NOTE: Service badge to be worn in location designated by Head of Department.

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STANDARD CAPS



BE COURTEOUS — BE NEAT

STANDARD CAPS



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SPECIFICATIONS FOR STANDARD BLUE UNIFORM CLOTH

WOOL—Warp and filling to be approved standard make authorized by this Company, wool shorn from live sheep. Admixture of wastes, reworked wools, shoddy or other impurities prohibited.

COLOR—Dark blue, to be dyed in the wool with pure vat indigo of best quality, bottomed only with pure alizarine dyes to an extent not in excess of 4 lbs. to 100 lbs. clean wool. Proportion: One part pure alizarine red paste or powder to two parts of pure alizarine blue, mordanted with chrome.

CHEMICAL TESTS—

- 1—When boiled for ten minutes in solution of one part hydrochloric acid (sp. gr. 1.16) and four parts water, the liquid should not be blue, but pink or purple, and cloth should remain blue.
- 2—Spotted with cold concentrated hydrochloric acid (sp. gr. 1.16) color should remain and not turn brown or red.
- 3—When boiled for ten minutes with 10% solution of soda ash, no blue color should be extracted, and the liquor on being acidulated with hydrochloric acid should not become blue.
- 4—When immersed in cold alcohol (95%) for one hour, no color should be extracted.
- 5—When boiled for ten minutes in alcohol (95%) but slight color should be extracted.
- 6—When mixed with samples of white woolen and white cotton cloth and steeped for thirty minutes at 140 degrees Fahrenheit in solution containing one gram ivory soap and 4 oz. water, the soap liquor should not become tinted, nor should any color bleed into either white wool or cotton cloth.
- 7—No crocking should be observed when rubbed on a piece of white calico.

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THREADS—Warp to contain not less than 3024 ends in warp. Filling to contain not less than 58 picks per inch. Should an occasional piece (not more than one in ten delivered) be found to fill specific requirements in every other respect, but to count lower than 58 picks to an inch, the cloth will be accepted.

WEAVE—3 harness, two up and one down.

WEIGHT—Winter, from 14 to 16 oz. per linear yard; Summer, from 12 to 14 oz. per linear yard.

STRENGTH—To be capable of sustaining a breaking strain of 44 lbs. to the inch, warp ways, for summer weight, and 48 lbs. to the inch for winter weight. Summer weight to sustain a breaking weight of 40 lbs. to the inch filling ways, and winter weight 44 lbs. to the inch filling ways.

FINISH—To be well milled and consistently firm, thoroughly clean, free from crocking and well raised, cropped, closely shorn, luster to be high and permanent and equal in every respect to sample submitted with bid.

SAMPLE—To show selvage on each end to be 4 inches wide.

BE COURTEOUS — BE NEAT

SPECIFICATIONS FOR REGULATION CAP AND COLLAR ORNAMENT

GENERAL DESCRIPTION—The letters of each word of the various titles are to be cut from No. 13 gauge metal so as to be in one solid piece with a connecting bar through the center. Each word to be in a separate piece. Cap ornaments will be curved to a $3\frac{1}{2}$ " radius.

MATERIAL—Spinner's brass to be used for words to be gold-plated, and white brass for words to be silverplated.

LETTERS—The letters to be plain block, $\frac{1}{2}$ " wide and $\frac{1}{2}$ " high. Where the title is in two lines, the letters in the upper line to be $\frac{3}{8}$ " wide and $\frac{3}{8}$ " high. Any variations in these dimensions will be shown on the standard blue print.

CONNECTING BAR—Bar to be same width as letters and counter-sunk "not less than $\frac{1}{64}$ ". The surface of the bar to be matted and well oxidized.

PLATING—Not less than one pennyweight of pure gold to be used to each 500 letters. All silver plating to be triple-plating. The surface of letters to be burnished in the best manner.

FASTENINGS—Each word to be provided with two screw button fastenings on the back, the screws to have a $\frac{3}{16}$ " effective length and to be located on the end letters of each word. Round nuts may be substituted for screw buttons.

SPECIFICATIONS FOR REGULATION FIRE GILT UNIFORM BUTTONS

GENERAL DESCRIPTION—Buttons to be circular; slightly convex, the initials of the railroad company sharply stamped on the surface in relief, a plain embossed border around the edge, the border and the initials to have a bright finish.

SIZE—To be of two sizes: $\left\{ \begin{array}{l} \text{Large buttons 35-36 lignes.} \\ \text{Small buttons 24-25 lignes.} \end{array} \right.$

BACK—The back of the large button to be made from soldering brass No. 26 gauge; the small button to be of the same metal, No. 28 gauge. Backs to be silverplated and burnished.

EYE—The eye of the large button to be of low brass wire No. 13 gauge, that of the small button to be of the same material, No. 15 gauge. Eyes to be clinched inside the backs and soldered outside.

SOLDERING—The eye to be soldered into the back of the button with the best quality of spelter solder; no backs to be used that show an abrasure around the eye.

PLATING—The large button to admit of an assay of one pennyweight of pure gold to each gross of buttons, and the small button one-half of a pennyweight of pure gold to each gross. The gold-plating to be applied to the outside of the shells by the "fire gilt process" and to stand an acid test equal to that of the standard sample.

STAMPING—The initials of the railroad company to appear on the surface of the button, executed with a sharp, bright die, free from any imperfections as represented in the standard sample. The name of the manufacturer to be stamped on the back of each button.

PACKING—All buttons to be put in gross boxes on cards of two dozen each. Each card to be protected by two thicknesses of grass-bleached tissue paper.

NOTE—The gauge referred to in the above is Brown & Sharpe's standard metal gauge.

SPECIFICATIONS FOR REGULATION WHITE METAL UNIFORM BUTTONS

GENERAL DESCRIPTION—Buttons to be circular, slightly convex, the initials of the railroad company sharply stamped on the surface in relief, a plain embossed border around the edge; the border and the initials to have a bright finish.

SIZE—To be of two sizes: Large button 35-36 lignes.
Small button 24-25 lignes.

BACK—The back of the large button to be made from soldering brass No. 26 gauge, the small button to be of the same metal No. 28 gauge. Backs to be silverplated and burnished.

EYE—The eye of the large button to be of low brass wire No. 13 gauge; that of the small button to be of the same material No. 15 gauge. Eyes to be clinched inside the backs and soldered outside.

SOLDERING—The eye to be soldered into the back of the button with the best quality of spelter solder; no backs to be used that show an abrasure around the eye.

PLATING—The shells to be heavily nickel-plated.

STAMPING—The initials of the railroad company to appear on the surface of the button, executed with a sharp, bright die, free from any imperfections as represented in the standard sample. The name of the manufacturer to be stamped on the back of each button.

PACKING—All buttons to be put in gross boxes on cards of two dozen each. Each card to be protected by two thicknesses of grass-bleached white tissue paper.

NOTE—The gauge referred to in the above is Brown & Sharpe's standard metal gauge.