

The History of the REME Cap Badge

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THE history of the formation and development of REME has been well documented and recorded. Little, though, has been written about that most tangible manifestation of our corporate identity — our cap badge. 'What is there to write about?' many will ask. 'Surely we have only had two — the old caliper design and the present 'horse on the world'?' This article describes over 20 different cap badges that have been worn by REME personnel and even this number may not be exhaustive. The author would welcome correspondence on the subject.

THE DESIGN OF THE FIRST REME BADGE

The task of selecting a design for the first REME badge was given to the Edgcumbe Committee. Suggested designs, expressing the purpose of the new Corps, were invited from all Commands and over 100 were submitted. The outcome is described in the Corps history (1):

After long study there was no general agreement; eventually the DMM called us together, briefly discussed the various opinions, and said something of this nature, "It is evident we have not found what we want here, but I believe I know the sort of thing you are looking for. Anyone got any paper?" Nobody had; so he took a cigarette packet and drew on it a simple design that satisfied us all.

The design selected (Figure 1) was part of the coat of arms of the Institution of Mechanical Engineers — a pair of calipers — surrounded by a laurel wreath bearing the letters REME emblazoned on four separate shields, and surmounted by the Royal Crown. Although the badge gained Royal approval it is evident that King George VI did not think much of it — of which more later. The pattern was sealed on 22nd June 1942.

Details of the new badge were published in an Army Council Instruction dated 1st August 1942 (2)

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is that within Aviation REME are responsible for the maintenance as well as repair of the aircraft. Thus within the context of EHM, REME have full control over equipment documentation and recording of equipment usage which is essential if lives of components and their deterioration are to be measured. With other equipments there could be problems of co-ordination between the user and REME and each type of equipment would need to be carefully assessed to confirm that EHM would be cost effective. One couldn't imagine, for example, that helicopter type EHM would ever be worthwhile in a Land-Rover.

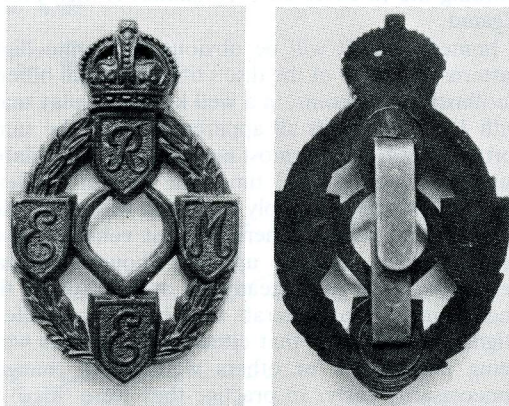


Fig. 1. Bakelite cap badges showing fasteners.

— only three months before the date scheduled for the formation of the Corps:

UNIFORM, BADGES AND PERSONAL EQUIPMENT

(a) The REME will wear uniform of pattern prescribed for dismounted personnel. Personal arms and accoutrements will be on the same scale as for the RAOC.

(b) The following are the approved patterns of badges, buttons, etc., for the REME:

Cap badge	} A laurel wreath surmounted by a crown; on the wreath, four shields bearing the letters "REME"; within the wreath, a pair of calipers.
Collar badge	
Button	

Shoulder titles for other ranks REME
 Arm of Service strip Dark blue-yellow-red (with dark blue in front)

Backing rank badges Dark blue

(c) Major generals, brigadiers and colonels of the REME will wear the scarlet band and Royal crest on the forage cap and the scarlet gorget patches on the jacket or blouse. Buttons for brigadiers and colonels will be of the pattern described in Dress Regulations, 1934, para. 266. Regimental buttons may be worn in accordance with ACI 1535 of 1942. Backing for badges of rank in battle dress for these officers will be red.

(d) Refund of expenses incurred by officers transferred to the REME is governed by ACI 1366 of 1942.

(e) Tradesmen's badges as now authorised for RAOC artisans, etc., will be worn by REME personnel pending further instructions.

