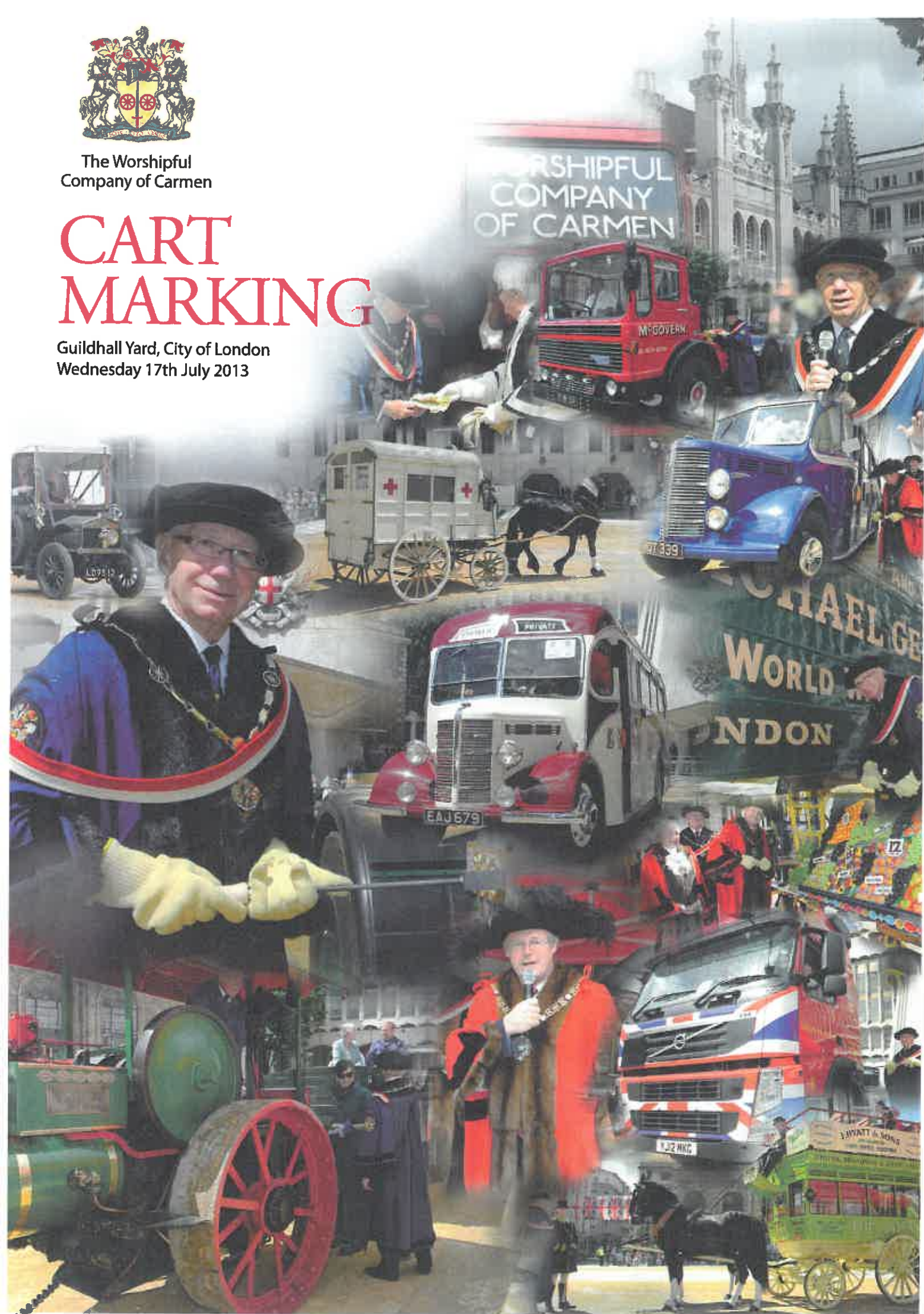




The Worshipful
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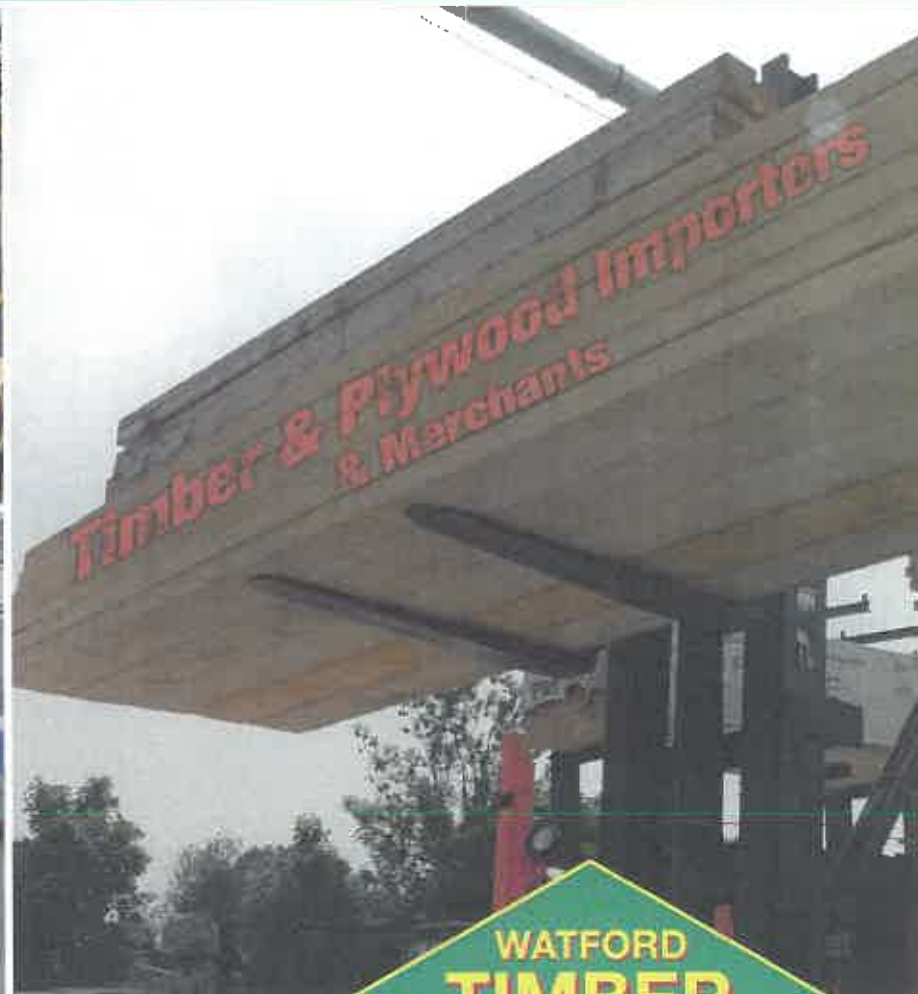
CART MARKING

Guildhall Yard, City of London
Wednesday 17th July 2013





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*The Master and his Lady Maggie.
Senior Warden Robin Bawtree, wife Anne
and Junior Warden Paul Holder*



Joint Services Dinner
*HRH The Princess Royal, The Master with
Leading Logistician Kathleen Hynes*

A WORD FROM THE MASTER...

**I AM DELIGHTED TO WELCOME LIVERYMEN AND GUESTS
TO THE ANNUAL CEREMONY OF CART MARKING HERE IN
THE HEART OF THE CITY.**

I am delighted to welcome Liverymen and guests to the annual Ceremony of Cart Marking here in the heart of the City.

Cart Marking is a Civic Event, thought to be the biggest after The Lord Mayor's Show, which we have the honour to run on behalf of the Corporation. This year, The Lord Mayor is abroad on official business so cannot be with us, but I am delighted to welcome Alderman Fiona Woolf who is joining us for the ceremony in Guildhall Yard and afterward at the reception and lunch in The Great Hall.

Alderman Fiona Woolf will in November, God willing and subject to election, become the second lady Lord Mayor since the first recorded, Henry Fitz-Ailwyn, in 1189. I wish her well for the forthcoming year.

The Marking of Carts re-enacts the obligation on carters, who by statute had to be Liverymen of the Carmen Company, to pay 5 shillings for the right to ply for hire in the City. This is believed to be the earliest form of vehicle licensing.

My sincere thanks go to the organising Committee, ably chaired by Assistant Stephen Britt, whose hard work over many months makes this event possible. Thank you also to those that have taken considerable time and effort in submitting their vehicles to be marked.

Neil Coles

The Master
The Worshipful Company of Carmen.

*A welcome is extended to
all our Company guests*

The Master Carman, Mr Neil Coles, and his Lady, Maggie, would like to extend a warm welcome to all Masters and Clerks from other Livery Companies who are with us today. Having enjoyed the hospitality and fellowship of many of you over the past nine months, we trust you will be just as well looked after by the Worshipful Company of Carmen, and that you all enjoy the wonderful spectacle of our very special ceremony.

ACKNOWLEDGEMENTS

THE CART MARKING PANEL 2013

Assistant Stephen Britt, Panel Chairman; Liveryman Chris Hales; Liveryman Angela Mitchell; Assistant Chris Parlane; Liveryman Chris Salaman; Liveryman David Sanderson; Liveryman Michael Stone; Past Master Graham Westcott; Larry Costa - Highways & Events, City of London Corporation; Matthew Beaumont - City of London Police; Donna Fendick - Guildhall Private Events, Remembrancer's Office; Paul Roberts - Guildhall Health & Safety Officer, City Surveyor's Department.

Grateful thanks to all advertisers and contributors for their support and to the marshals and helpers.

Our grateful thanks go to Robert Scott, owner of city courier firm GLH (Greater London Hire). He generously extends to us free transport services for every event where we have to move items from the office or the vaults, including the moving of the silver.

The Cart Marking Brochure 2013 was designed and produced by Liveryman Angela Mitchell, Director, DMD Design & Marketing Ltd.



Tel: 01422 371633
Email: angela@dmdesign.co.uk
Web: www.dmdesign.co.uk

All photographs of Cart Marking 2013 can be viewed and ordered via the Carmen website www.thecarmen.co.uk

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{ CART MARKING 2013 }

ALDERMAN FIONA WOOLF

**STANDING FOR ELECTION FOR LORD MAYOR
OF THE CORPORATION OF LONDON 2013-2014**



Fiona Woolf is a partner at CMS Cameron McKenna specialising in electricity reforms and infrastructure projects. She has advised over 28 governments on reform strategy and infrastructure development, establishing a worldwide reputation in a field of law that is embedded in economics and engineering. Much of her recent work has been for the World Bank on regional electricity markets, regulation and infrastructure.

She is an Alderman (Sheriff 2010/11) in the City of London. She was President of The Law Society of England and Wales in 2006/7 and is a Member of the Competition Commission. She is a non-executive director of Affinity Water Ltd, and a Senior Adviser to London Economics International. In the charity field, she is a Trustee of Raleigh International and The Chelsea Opera Group Trust, which she also chairs. She is a member of the Council of The London Regiment of the Territorial Army.

During her senior fellowship at Harvard University, she wrote a book on attracting investment in electricity transmission systems - 'Global Transmission Expansion: Recipes for Success', published by PennWell. She has received honorary doctorates from Keele University and the College of Law and is an Honorary Bencher of Middle Temple.

CHRISTOPHER DADSON

THE MASTER GLOVER



Born in Windsor in 1943, Christopher joined the Union-Castle Mail Steamship Company Limited (a subsidiary of British & Commonwealth Holdings) on leaving school, spending time as a Purser/Catering Officer on ships travelling to and from South Africa. He then lived in Johannesburg working as an accountant for a subsidiary of the South African Iron & Steel Corporation, rejoining B&C on his return to the UK. He moved on to work for Caledonia Investments PLC

and The Cayzer Trust Company Limited, where he was Company Secretary to over 80 subsidiaries within these groups of companies.

He was clothed in the Livery in January 1997, and was appointed Secretary of the Social Committee where he served for over eight years, two years as Chairman. He became an Assistant in 2004 and spent two years as Chairman of Charity Projects Committee before being appointed a Warden in 2008.

Christopher is passionate about choral singing and has sung in most cathedrals in the southern half of England, and also enjoys working on reducing his golf handicap. Married to Valerie, he is enjoying an active and fruitful year as Master Glover, supporting the Company in its celebrations commemorating 375 years since receiving the original Royal Charter in September 1638.

NEIL COLES

THE MASTER CARMAN



The Master Carman for the year 2012-2013 is Mr Neil Coles. Neil is traditionally a Woodmonger with connections to the road haulage industry in the movement of timber.

Educated at Bedford Modern School and City of London College, Neil spent his entire working life in the timber trade. Following six years as a management trainee with an international firm of City-based timber traders, he moved

to and then acquired a specialist timber manufacturing business in Hertfordshire. Alongside his involvement with trade-related committees, he has taken a wide interest in local affairs, serving as Chairman of the Parish Council and undertaking a range of District responsibilities involved with planning.

A keen sportsman, having played rugby, cricket, fives and golf, his interest now is in ensuring amateur clubs continue to thrive and attract young people into active competitive games, acting as President, Chairman or Sponsor for many. His other interests include skiing, walking and game shooting, when the seasons permit.

Neil has been married for nearly forty years to Maggie, who is also a Liveryman of the Carmen Company and is now retired from the extensive Practice of Chartered Quantity Surveyors which she founded in 1980. Together they enjoy Maggie's interest in opera and ballet, and not just as a trade-off for sitting through five days of a test match or cold and wet rugby games, wherever they might be!

GEORGE GILLON

CHIEF COMMONER ELECT



A Chartered Surveyor, George Gillon has been a business adviser in real estate to major City of London companies and institutions for many years, but is also well-known nationally in his profession. He is past Chairman of the Royal Institution of Chartered Surveyors in the City of London and was Master of the Chartered Surveyors' Livery Company in 2002 to 2003. Very much a 'City' man, he was born in Scotland and, after some years as Chairman, he is now a

Vice President of the Caledonian Club. He held the High Office of Sheriff of London from 2008-2009, has represented Cordwainer Ward since 1995 and serves on five City Corporation committees, including Policy and Resources, and Planning and Transportation. He has a number of other charitable and community involvements such as a Co-Chairman of the Cross River Partnership, and was Deputy Governor of the Honourable the Irish Society in its 400th year. Away from work commitments in the City of London, George Gillon lists his interests as fly-fishing, hill walking, and travelling around France and Italy.

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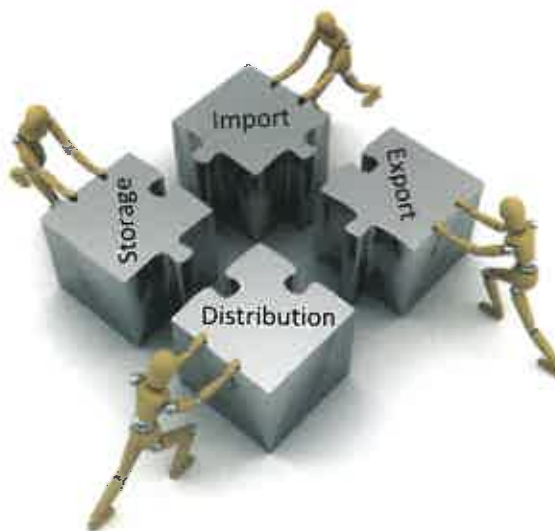
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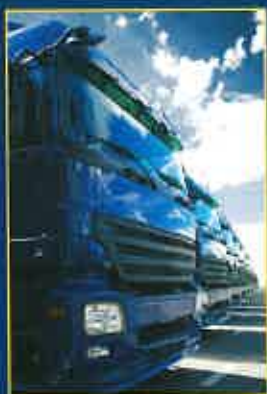
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{ 1913 THE GATHERING OF STORM CLOUDS }

WRITTEN BY LIVERYMAN CHRIS SALAMAN - HONORARY ARCHIVIST

A BRIEF ACCOUNT OF HOW IMMEDIATELY PRIOR TO THE OUTBREAK OF WW1, A SMALL ENTHUSIASTIC GROUP OF ARMY OFFICERS FORESAW THE POTENTIAL OF THE MOTOR LORRY IN MOBILISING TROOPS AND SUPPLIES SHOULD HOSTILITIES BREAK OUT

This was achieved by instigating the War Office Subsidy Scheme, whereby civilian operators were granted a subsidy on the cost of a new vehicle on the condition that should the armed forces have need of their vehicle they would surrender the latter immediately.

The motor lorry in question also had to be built to a uniform standard size configuration that complied utterly with the War Office's requirements. This was the earliest form of standardisation within the armed forces, for which the intended purchaser received a whole third off the initial purchase price.

The vehicles were also inspected periodically to see that they were kept in good and reliable running order whilst in the ownership of the civilian operators. It was originally intended to return the vehicle, should it be requisitioned, to the operator at the end of hostilities... although in reality this seldom happened!



Every compliant also received a very nice solid brass plaque measuring 8"x 6" as a recognition of their contribution to assisting the motorised mobilisation of the armed forces.

This photo depicts the second most favourite motor lorry of the armed forces during WW1, the Thornycroft 'J' type, whilst en route to the front with enthusiastic young driver standing proudly in front of his charge! Note the wearing of goggles...not for speed...but to protect the driver's eyes from the elements, namely rain(winter) and dust(summer)! Also the 'obligatory' smoking pipe in hand as opposed to a 'Woodbine' and smartly turned out for duty to King and Country!

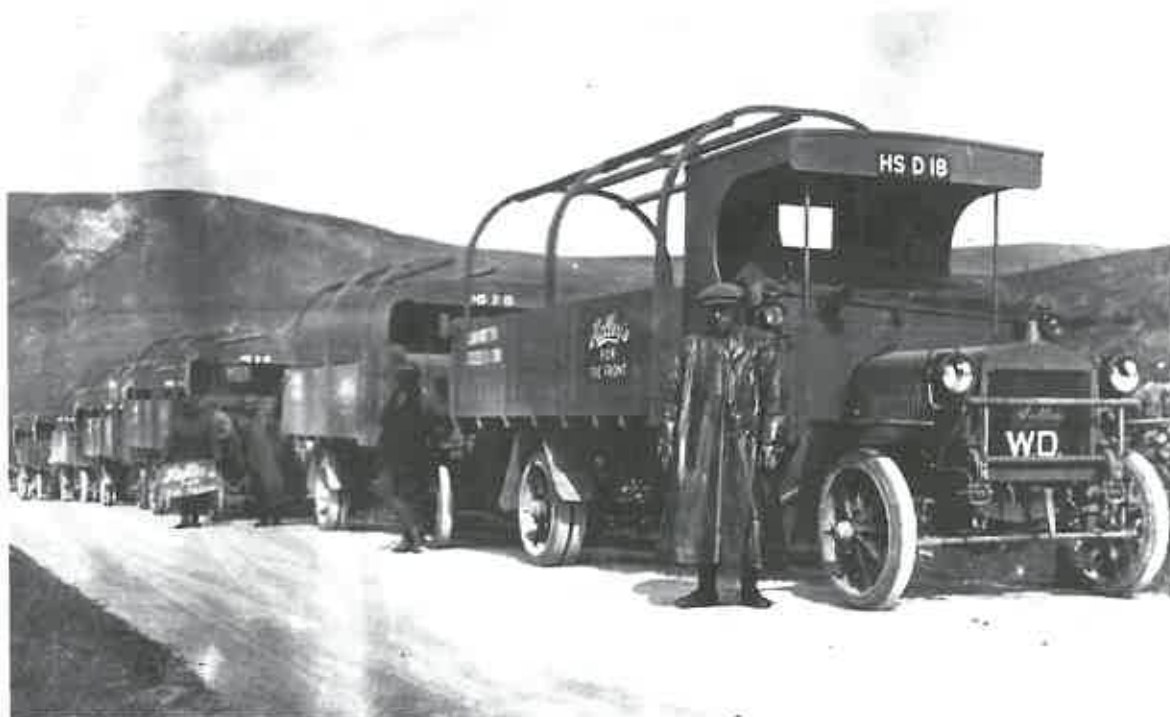


A Thornycroft, this time depicted in Flanders in early Spring, hence driver's hood up, with an older more experienced ASC (Army Service Corps) driver. Note the pickaxe and spade attached to side of body, to enable the latter to dig himself out of any shell holes or similar roadway problems that might be encountered whilst supplying the Front Line. The lorry is probably newly arrived in France, hence its clean and presentable appearance!

1913 THE GATHERING OF STORM CLOUDS

CONTINUED

A convoy of new Halley lorries en route through the Lake District down to Avonmouth for shipment to France. They had been built in Glasgow, and are shown here with civilian drivers ferrying them down to the docks of embarkation. All motor transport was then shipped to Rouen on the River Seine in Normandy, as there were few large port handling facilities elsewhere. From here they were driven to wherever required.



Military trials had been implemented as early as 1901 using various forms of mechanical power, with the ensuing years seeing more and more use of internal combustion engines....but still on a very small scale to what was going to be required by 1914! The first proper movement of troops by motor had been in 1909 when a detachment of the Guards were conveyed from London to Hastings, mainly in luxury cars of the period! It was a success.....though ironically the whole contingent returned to London by train after eventual arrival at Hastings!

Prior to this, in 1908, trials had taken place in Essex where buses alone were utilised and some worthwhile lessons learned, but it was the 1912 trials that proved the most valuable in evaluating the capabilities of the various lorry manufacturers' individual models. But still the military relied solely on hiring civilian vehicles should the need arise, thereby saving on the initial capital outlay - something that was to prove foolhardy in months to come. Even in the 1913 manoeuvres in Central England, very little motor power was used in the actual exercise, cavalry and infantry playing the major part with backup from the nearest railheads.

An interesting observation was how at this time the Germans had had a much more vigorous campaign to equip with motorised transport, realising its full potential and flexibility. The days of relying on moving an army on foot and

horse had gone, and railways - the only other real alternative - although capable of moving vast amounts of men and equipment needed permanent track!

It was undoubtedly a time that would prove a revolution in the progress of the motor vehicle in every conceivable form!

At the start of hostilities in 1914, two hundred Subsidy Scheme lorries were requisitioned from civilian operators, with this figure rising to seven hundred as potential available stock if required. From 1914-1916 all lorry production at UK plants was for the War Department, after which the pressure was alleviated to help the home market, and aid the war effort in other ways.

Pictures courtesy of:
www.historicroadways.co.uk



Another ex-London bus...this time a Daimler (not to be confused with the German Daimler) converted to a lorry. One wonders just how safe a position it was to place five two gallon spare petrol cans directly above the driver on the cab roof?! An ideal target for an enemy sniper? All the lorries carried at least three spare cans of petrol. The solid rubber tyres proved very hazardous on muddy roads, particularly with steep cambers, as many new drivers found to their dismay!

This 'RAF' type (so named as the RFC/RAF had complete fleets) Leyland had come from the Landon Oxford Street furniture store of Waring and Gillow, with a slightly modified 'Subsidy' body. The driver gained access to the cab via the nearside cab door due to the right hand gear lever and handbrake on the cab offside. Note how far forward the cab canvas roof comes in an effort to keep the driver dry in foul weather, there being no other windscreen protection.



Originally London bus B2511 of the LGOC (London General Omnibus Company), which prior to 1914 would have been plying the streets of the capital, now converted to a lorry for military use. With a crew of two, the usual practice when resources allowed, this vehicle has acetylene headlights and oil paraffin side lamps. One speculates as to what the two buckets underneath the chassis are catching....perhaps oil from a leaking gearbox?!

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{ A DAY IN THE LIFE OF THE MASTER }

THIS EXTRAORDINARY, EVENTFUL AND INCREDIBLY BUSY YEAR IS BEST DESCRIBED AS A RICH AND VARIED ASSORTMENT OF OFFICIAL AND INFORMAL EVENTS. SELDOM ARE TWO DAYS THE SAME. THAT'S THE CHARM AND INTEREST OF THE MASTER'S YEAR.

After Installation, a seemingly endless schedule lies ahead. Time flies when you are often attending two events in a day and then, suddenly, Cartmarking arrives, which is pretty well the last major function.

The most frequently asked question is 'Are you enjoying it?' Answer – 'Undoubtedly'. It's an honour and privilege to represent our Livery and to meet wonderful people in a host of beautiful places.

On some days committee meetings grab your attention, but these are enriched by such diverse and interested Liverymen, all with ideas, and certainly not shy about expressing them. Another day will see me on a visit to one of our many Forces' connections usually with a small group of Carmen to such places as RAF Brize Norton, Bulford or Aldershot, or sometimes individually, to official dinners

as the guest of the commanding officers of the Royal Logistic Corps at Deepcut, RAF Strike Command at Brize Norton or Fleet Command with the Second Sea Lord aboard HMS Victory in Captain Hardy's cabin.

Many Liveries invite me as Master to their luncheons and dinners, which are always splendid affairs and we are entertained most lavishly, but two meals in one day does call for stamina! Some visits, such as the one to Treloars College, bring you down to earth with a bump and make you realise just how much good Livery Companies do for those in desperate need. All Masters leave such places with a deep sense of humility and enormous respect for the fantastic staff who work there.

I am often invited to events like speech days or services at the schools with which we have such close links, like Christ's

Hospital, King Edward's Witley and the City of London Freeman's School. A more unusual venue is dining with the judges at the Old Bailey, and then being invited to watch proceedings at one of the more interesting cases of the day.

Then again, there are many lectures and talks presented by other liveries, covering a diverse range of topical subjects, which are thought provoking and generally more given by a highly respected expert in full command of the brief.

Today will mark about the 130th event, to some of which I'm delighted to say that Maggie has accompanied me, though protocol and the Conspiracy of Clerks more often finds me in the tender care of Walter, our Gallant Clerk.

The year is amazing, each day a revelation – without doubt, a day in the life of the Master is truly unique.



24 Squadron RAF Brize Norton

"The most frequently asked question is 'Are you enjoying it?' Answer – 'Undoubtedly'. It's an honour and privilege to represent our Livery and to meet wonderful people in a host of beautiful places."



Computer at Bletchley Park

*"The year is amazing, each day a revelation
– without doubt, a day in the life of the
Master is truly unique."*



Tour and guide at Bletchley Park



RAF Wittering, Peterborough 2 Mechanical Transport Squadron



Master Carman Neil Coles with John Redmond, Master of the Company of Watermen and Lightermen



RAF Northolt, Uxbridge





CART MARKING 2013

VEHICLES IN PARADE ORDER

PARADE NO	CART NO	LIVERYMAN NAME	MAKE	TYPE	YEAR	REG NO
1	475	Coles R N T	Austin	London Taxi	1935	BXK 124
2	443	Holley M	Austin	London Taxi FX4	1996	N828 VFL
3	376	Grinstead Col J	Rolls Royce	Wraith Staff Car	1938	FLD 99
4	477	Thorpe S	Land Rover	Series II	1962	455 YPA
5	351	Simms G	Raleigh	Trade Bicycle	1945	
6	422	Laister N K	Diamond Motors	Pedestrian Milk Float	1959	982 CMX
7	250	Pulman G A G		Smithfield Bummaree's Handcart	c1920	
8	478	Lomas C	Honda CX500	Courier Motor Cycle	1980	RBE 292S
9	392	Bishop R	Morris Commercial	Pantechnicon	1928	MM 9465
10	427	Burgess S W	Fordson	E83W	1946	FMJ 87
11	452	Salaman C	Austin	K2 Parcel Van	1946	KXX 307
12	248	Gerson M J	Morris Commercial	LC3 Van	1947	LPT 880
13	479	Velleman H	Ford	Model T Tender	1925	SD 2563
14	480	Brown D	AEC	Matador	1943	641 XUX
15	482	Holder Lt Col P D	MAN	SV Cargo	2010	MN1 5AB
16	435	Hannon E	Atkinson	L1586 8 Wheel Rigid	1949	WRB 501
17	417	Hannon E	AEC	Mk 5 Mammoth Major 8 Wheel Rigid	1961	814 YUD
18	474	Hunt A	Burrell	Road Locomotive	1921	TA 905
19	401	Hales C	Foden	C Type Steamer	1928	UR 1328
20	361	Springford R	Sentinel	S Type Steamer	1937	UJ 9497
21	340	Gerson M J	Purdey	Horse Drawn Pantechnicon	1902	2 Horses
22	333	Grundon N S		Southampton CBC Dustcart	1910	2 Horses
23	345	Westcott G R	Watts	Hawkers Waggon	1910	1 Horse
24	395	Westcott Mrs S	Chaffand	Fish & Chip Van	1915	1 Horse
25	470	Hyatt J	George Heath	Greengrocers Cart	1920	2 Horses
26	388	Gerson M J		Esso Paraffin Tanker	c1910	2 Horses
27	369	Constant R	Marston	Hearse	1903	2 Horses
28	472	Older J	Ford	Model A Ambulance	1929	DV 654
29	271	Gates B	Ford	Type A Woody	1932	107 JLB
30	469	Clark H Jnr	Ford	ET6 3T Flat	1954	WVS 285
31	464	Hannon E	Guy	Big J Tractor Unit	1975	GNE 398N
32	421	Cullimore M C	DAF	XF105 Tractor Unit	2011	VU11 BFX
33	406	Tyler G	DAF	FT LF55 250 Urban Artic	2013	FP13 OMZ
34	433	Salaman C	Morris	FFK Series III Tipper	1961	TDO 250
35	459	Clark H	Leyland	Mastiff Tipper	1971	MBP 847J



The Worshipful
Company of Carmen

PARADE NO	CART NO	LIVERYMAN NAME	MAKE	TYPE	YEAR	REG NO
36	255	Cullimore R.N	Foden	KE 4/14 Tipper	1961	6047 DD
37	258	Stone M A	Foden	S39 Tipper	1978	BHP 505T
38	453	Lockett R	Bedford	OB Coach	1948	EAJ 679
39	420	Mackenzie M S	Tilling-Stevens	B10 A2 Express Bus	1930	UF 6805
40	481	Hayden G	Leyland	PD3 Bus	1964	424 DCD
41	473	Hendy Sir P	AEC	Routemaster	1962	5 CLT
42	378	Sturman C J	Mercedes Benz	Axor Refrigerated Vehicle	2013	WN13 XUY
43	396	King N Mrs	Isuzu	N175.190	2013	E15 USU
44	386	Harrison J C	DAF	Impact Protection Vehicle	2013	FE13 XCV
45	461	Harding P	Johnston	CX201 Sweeper	2013	GX13 DHD

WHAT IS CARTMARKING

For centuries, the Corporation of the City of London exercised its rights over carts and carriers, with the number of carts and carrs' plying for hire within the City limited by Common Council. It was agreed that all vehicles so licensed would bear an individually numbered brass plate and be marked with the City arms on the shafts.

This changed in 1838 when the power to license was vested in The Keeper of the Guildhall. The Hallkeeper was empowered

to license and mark the 'carrs and carts' of Freemen of The Fellowship of Carmen to stand and ply for hire in the City's streets. Each licensed vehicle was brought to the Guildhall once a year to be 'marked', with each year distinguished by a letter and each 'carr' by a number. The letter being branded this year is the letter 'V'.

Times change and traditions alter. Today's busy City streets carry a very different type of traffic in very different volumes. In 1965 the final 18 'standings' or 'carrooms' for 'carts

and carts' were deemed to contravene parking regulations and were abolished, save a token standing used for ceremonial purposes.

However, the time-honoured traditions continue to be maintained by The Worshipful Company of Carmen. Once a year, Carmen bring their treasured vehicles – including vintage, modern and even horse drawn rigs – to be branded, or marked, with a red hot iron, on a wooden plate. This ancient ceremony acts as a reminder of centuries of service to the City.

PROGRAMME FOR 17TH JULY 2013

10.40 Introduction to Cart Marking by Past Master Graham Westcott

10.45 Fanfare as The Master's procession enters Guildhall

10.50 The Master Glover presents gloves to The Master Carman

10.55 Cart Marking commences with the arrival of Alderman Fiona Woolf accompanied by Nicholas Woolf

12.10 Marked vehicles drive past

12.35 Fanfare. The Master's procession departs Guildhall Yard

12.40 Champagne reception and luncheon in the Great Hall, Guildhall

COMMENTATING ON THIS YEAR'S CART MARKING WILL BE:

CHRIS SALAMAN

After half a century working within the road transport industry, both as an employee and self employed person, Chris spends much of his spare time organising and commentating at historic commercial vehicle events around the country. He is currently Honorary Archivist to the Carmen.

HOWARD STENNING

Howard too has dedicated many years to cars and commercials, after initially starting his career as a teacher. In latter years he served as a co-director of the Chalk Pits Museum at Arundel in West Sussex, which hosts an interesting and varied collection of different vehicles.

"to clense, purge and keep clene all the Stretes"

A promise from the Carmen of 1517



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Best wishes to the Worshipful Company of Carmen for the 2013 Cart Marking Ceremony

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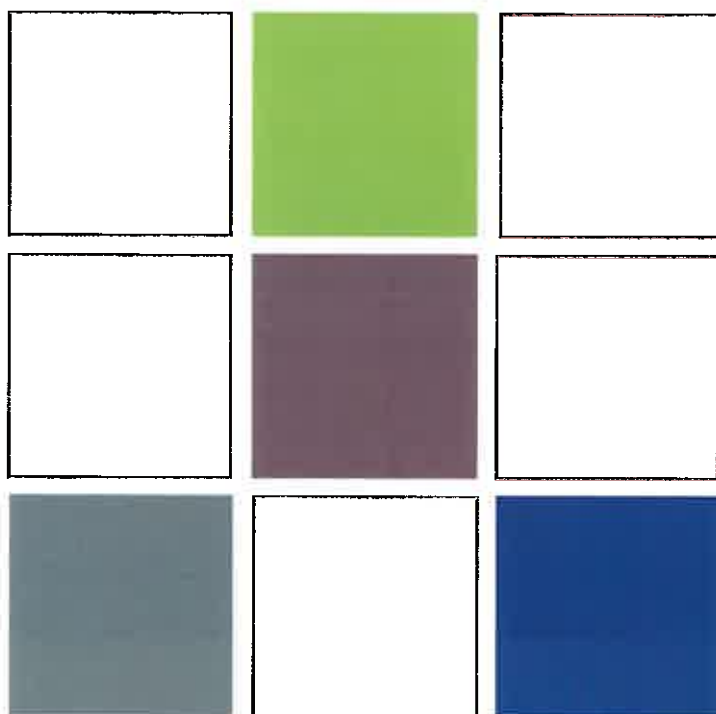
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THE CARMEN MILITARY AWARDS

2013

ONCE A YEAR, AT THE JOINT SERVICES DINNER, THE CARMEN COMPANY WELCOMES FORCES FRIENDS AND OFFERS SUPPORT AND RECOGNITION TO THOSE WHO EXCEL IN MILITARY LOGISTICS.

The Joint Services Dinner celebrates the strong bond between our Company and the Armed Forces, and gives Carmen the pleasure of entertaining guests from all branches of the Services - a wonderful opportunity to say thank you to our brave and professional soldiers.

This year, the event was held at Plaisterers' Hall on Wednesday 24 April 2013, with Master Mr Neil Coles presiding, attended by the Wardens, Commander Robin Bawtree and Lieutenant Colonel Paul Holder. Past Master HRH the Princess Royal

presented the awards, with General The Lord Richard Dannatt GCB CBE MC DL, Constable of The Tower of London, responding to the Master's toast to the Armed Forces and also proposing the traditional Carman toast.

THE CARMEN'S SWORD OF HONOUR



The Carman's Sword of Honour is our oldest accolade and our gift annually to the most deserving RLC officer of the preceding year.

The recipient this year is the best junior officer in an all-arms training environment, a troop Commander 1 Squadron, the Queen's Own Gurkha Regiment. First Squadron Operations, then Administrative Officer, he was hand picked and successfully integrated a Gurkha troop into a British squadron. He was then selected as an immediate resupply group commander directly sustaining battle groups in theatre.

The Sword of Honour goes this year to Captain Alex Norman, an outstanding leader, planner and an exceptional young officer.

THE CARMEN'S ROYAL LOGISTICS CORPS CUP AWARDED TO CARMEN'S SOLDIER OF THE YEAR 2013



This Award goes to the young Corps person who has excelled in all respects, and this year recognises someone whose professionalism, courage and dedication to duty motivates his peers, and has saved many lives.

In "10 the Queen's Own Gurkha Regiment", in an infantry-based police mentoring role, he deployed to Afghanistan as a Ridgeback driver. Near Lashkar Gah, suddenly under small arms fire, he calmly and skilfully drove out of harm's way, in his group's first experience of direct combat. Five weeks later, alongside Afghan police, his team came under sniper, and then machine gun attack. He immediately returned fire, suppressed the enemy, wrested the initiative and enabled his team to withdraw whilst providing target information for air response. His prompt and professional action without any doubt, saved very many lives.

The Carman's Royal Logistic Corps Cup is awarded to Private Kailashman Limbu.

THE CARMEN'S ROYAL AIR FORCE CUP



This Award recognises the most outstanding officer to graduate recently from the Defence Movements School.

From school to 1 Air Mobility, from there to Wing Operations and Plans Officer, then fifth out of 60 applicants for Pegasus Company, the pre-selection entry for the Parachute Regiment, this officer has seriously raised the profile of the RAF movements community. In 16 Air Assault Brigade, he has developed air despatch capability, reviewed significant regulations, and led logistics in a key exercise. He worked night shifts without downtime for three months in Afghanistan on repatriation ceremonies, VIP movements and casualty evacuations.

The Carmen's Royal Air Force Cup is awarded to Flight Lieutenant Jim Davies.

THE CARMEN'S MOVEMENTS TRADE TRAINEE AWARD



The Defence Movements School trains both officers and other ranks, and this Award honours the most successful trainee from the year's six courses.

One such Airman soon outperformed his peer group, achieving responsibility for the outbound passenger process, delegating tasks, liaising with the air movements officer and mentoring new shift members, interacting across all ranks effortlessly, including briefing up to 290 people at a time. A daunting task, but not for someone already earmarked for further movements training ahead of his peers.

The Carmen's Movements Trade Trainee Award goes to Senior Aircraftsman Craig Nichol.

THE CARMEN'S 2 MECHANICAL TRANSPORT SQUADRON AWARD 2013



This Award recognises the most outstanding contribution within 2 Mechanical Transport Squadron.

This junior operational support flight NCO was selected ahead of 16 others as office manager and instructor at sergeant level, even though he is a corporal. He gave 30 adventure training instructors in Bavaria driving instruction, trained service replacements for Road Haulage striking tanker drivers, and then deployed as controller of the all-important, 50-driver transport facility for all those forces folk who kept us secure at the Olympics.

For exemplary trade know how, the man who inspires, trains and mentors others is Corporal Aaron Smith.

THE CARMEN'S 24 SQUADRON POLLITZER CUP



The Pollitzer Cup is awarded each year to the member of 24 Squadron who is deemed to have made the most significant contribution.

This year's winner commands B Flight, and excels as an aviator, instructor and operational war fighter. He occupies what his peers regard as the most demanding flying role within 2 Group, in support of highly specialised air transport capabilities. He has increased trained personnel far beyond that which was thought possible, while simultaneously supporting operations in Afghanistan. He has reshaped the tactical training plan, and his work is the cornerstone of the squadron's training strategy. He has also achieved combat ready select status – the only Hercules pilot to do so.

The Pollitzer Cup goes to Squadron Leader Neil Philp.

THE CARMEN MILITARY AWARDS 2013

• CONTINUED •

THE CARMEN'S ROYAL NAVY CUP



The Carmen's Royal Navy Cup goes to the most outstanding logistician within Fleet Command Support and Sustainability

This year, the Award salutes a Lieutenant who did a Commander's job. As group logistics officer to UK mine and countermeasure logistics and as group logistics coordinator at task group level, he was literally thrown in at the deep end, uniquely controlling all mine and counter measure vessels, river boats and underwater patrols. In harsh conditions, as the sole logistics officer and without support staff, he provided support for the largest exercise ever in the US Navy 5th Fleet operational area, covering 30 countries. His was an extraordinary performance of major significance to UK strategic interests,

*The Royal Navy Cup is awarded to
Lieutenant Jim Butler*

THE CARMEN'S ROYAL NAVY MEDAL



This Award recognises the most outstanding non-commissioned logistician in the Navy, Marines or Royal Fleet Auxiliary service.

Unsupervised, alone, the only junior rating in place in our maritime supply side in the United Arab Emirates, this young lady undertook tasks and decisions usually reserved to specialist officers. She became the linchpin in high priority spares supply, not least just-in-time sonar arrays for frigates and submarines in a highly sensitive region. Dealing with industry, host nation and port contractor, she created a fortified supply chain in the Gulf that will remain an exceptional legacy.

*The Carmen's Royal Navy Medal is awarded to
Leading Logistician Kathleen Hynes.*

THE ROYAL LOGISTIC CORPS SAFETY AWARD



This Award recognises outstanding contributions to transport safety.

The winners this year are Force Protection Europe Ltd and Ricardo PLC for the design, development and manufacture in the UK of the Ocelot Foxhound Protected Patrol Vehicle, successfully trialled over two years and now on active service in theatre. This vehicle is safeguarding the mission and lives of forces personnel against enemy action, especially IEDs.

The Foxhound offers the Forces flexible mobility with maximum safety.

*The Award was accepted by Barry O'Kane
and Holly Borowski from General Dynamics
Land Systems.*

Carmen Serve The City Michael Gerson Delivers



November 1998 Michael Gerson delivers the move of
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Carmen Cart Marking 2004, Michael Gerson, Baroness Thatcher,
Past Master Jack Henley and Past Master Glover Bill Loach

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{ TRELOAR'S SCHOOL AND COLLEGE }

ALTON, HAMPSHIRE

THE TRELOAR TRUST WAS FOUNDED IN 1908 BY
SIR WILLIAM TRELOAR, THE LORD MAYOR OF LONDON.

Appalled by the plight of disabled children living on the streets of London, his aim was to provide a cure and a future for youngsters suffering from non-pulmonary tuberculosis. Education and independence training were always at the forefront of his vision. Treloar's continues a centre of excellence for young people with physical and mental disability.

The Worshipful Company of Carmen Benevolent Trust has supported the Treloar Trust for many years and will continue to do so.

Professionally, as a Consultant Orthopaedic Surgeon I have some experience caring for disabled people. Whenever I visit the School and College there is a distinctly pleasant mood, quiet, at times an almost exciting quality of fun, an excellent rapport between pupils and staff. All the members of staff are multi-skilled, members of a team, helping to give children with complex problems confidence and independence.

The variety of each child's problem is exposed by the row of computers, each requiring a different instrument to specifically allow that child use of their computer. Learning IT and e-mail is more important to these pupils than writing and licking envelopes, which many will never be able to do.

As Master Carmen, I chose Treloar Trust as my charity to principally deal with the problem of speech, language and communication.

Alternative and Augmentative Communication (ACC) technology has become so advanced that severely disabled young pupils can now speak and communicate.

The Carmen donation covered the cost of a Mobi2, a vital piece of ACC. Students use a variety of methods, touching the screen, using a joystick or keyboard, via head or hand switches or even eye movement, to select symbols on the communication aid to interact with staff, their peers, family and friends.

At Treloar's, I presented a cheque to a young pupil Zoe Barnes who said "thank you" using her Mobi2.

Recently a morning with Sally Mosley, Head Therapist at the Speech and Language Unit together with Jordan Wood, an eighteen year old quadriplegic with his "Carmen" Mobi2, Jordan moving his head against a receptor at the top of his chair communicated with me. When I thanked him, up on the screen "likewise" – quick as a flash – a man of few words. Then he played his favourite music, so impressive. For students such as Jordan with little speech and movement, ACC aids are life changing removing social isolation.

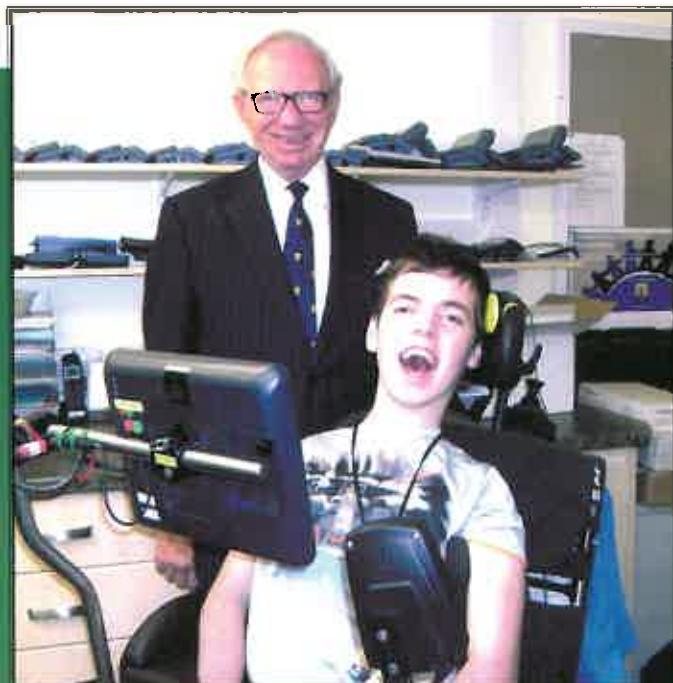
Sally Mosley demonstrated different communication equipment, Nova Chat and Eye Gaze, which are on trial with students to establish which will be most useful to purchase from the Carmen donation.

The School and College provide a holistic package of care, medical support, therapy, education and independence training, creating a positive environment where students at Treloar's learn to control their lives. From dependence to independence – they dare to dream.

John Older

Immediate Past Master

The Worshipful Company of Carmen.



Pictures show Jordan Wood, a pupil at Treloar's, with Sally Mosley, Head Therapist, Speech and Language Unit, and Immediate Past Master John Older.



A Thank You Message

*from Past Master Emeritus Telfer Saywell, Chairman of
The Worshipful Company of Carmen Benevolent Trust*

This brochure offers an effective way to engage and inform the friends and families of Carmen, and the general public, of the progress of the Carmen's Benevolent Trust. The number of Liverymen, Freemen and Apprentices has never been higher which, it is hoped, will help the Trustees in achieving their toughest target - the continuing increase in the growth of our Charity.

Taking this opportunity to create awareness, I happily report the financial increase in the Benevolent Trust's giving, which in 2012 was

more than its annual income. It is, however, the number of lives we may have touched and the quality of our action by which the Trustees stand to be judged.

Enjoyment remains at the heart of Carmanship. Answering worthy appeals from individuals or other charitable bodies adds to the pleasure of membership and is a key element of the Company's contribution to the community. The Trustees work to enable ever more substantial donations to be made on behalf of the Company.

Giving where it matters

DONATION - GIFT AID DECLARATION

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{ WHY BE A CARMAN? }

ROGER DAVIES



JOY LAISTER



The Worshipful
Company of Carmen

The Carmen Company is a Guild of the City of London. As a Livery Company (a Guild entitled to 'clothe' its members with its 'livery' or uniform), it supports the civic traditions of the City and reflects the transport industry in all its modes, but particularly

surface transport, road and rail, goods and passenger. It is a vigorous and flourishing Livery Company with active memberships of Liverymen, Freemen and Apprenticeships approaching 700 - many with transport connections.

So why be a Carman? Because you enjoy good fellowship, you welcome the opportunity to meet others, you support the City, its history and traditions and you appreciate the valuable work of the Carmen's Charity - The Carmen Benevolent Trust.

How do you become a Carman? A prospective Liveryman must be proposed and seconded by existing Carmen. This proposal is then subjected to a selection process with final approval by the Court of Assistants.

A successful applicant will then be entitled and required to become a Freeman of the City of London, obtaining his or her Freedom from the Lord Chamberlain at the Guildhall.

This process normally takes a few months to complete, after which you will be Clothed and Bound at a suitable Court Meeting and become a Liveryman of The Company of Carmen.

*If you are interested in becoming a
Carman please contact:*

The Clerk
The Worshipful Company of Carmen,
Five Kings House, 1 Queen Street Place,
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Very best wishes to the Worshipful Company of Carmen on the occasion of the 2013 Cart Marking ceremony

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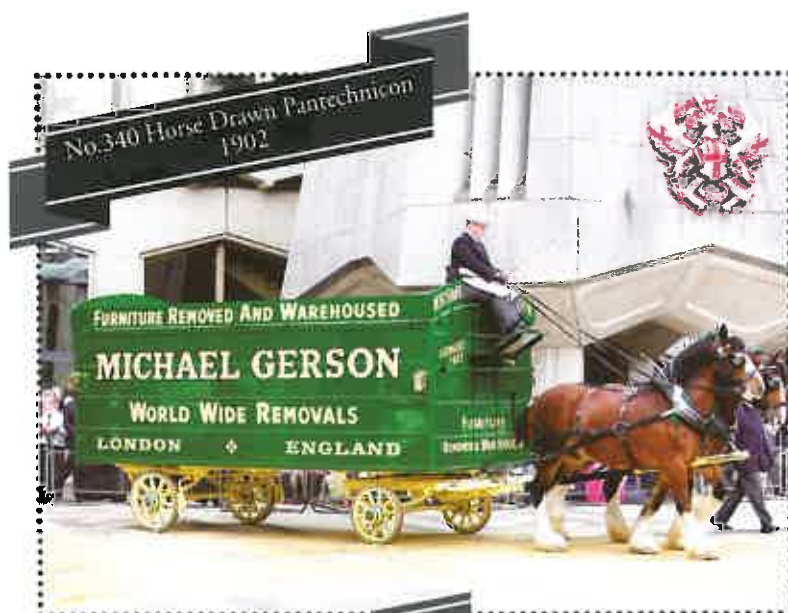
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{ PREVIEWING THE 2013 CART MARKING PARADE }



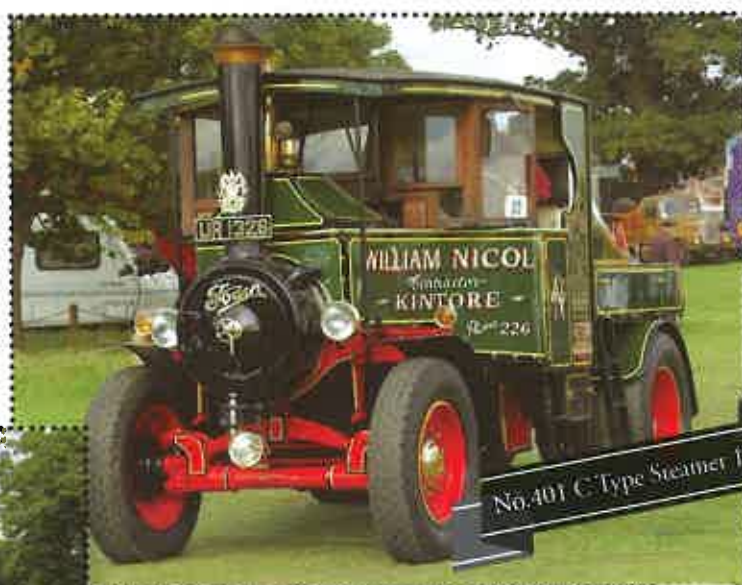
No.340 Horse Drawn Pantechicon
1902



No.369 Hearse 1903



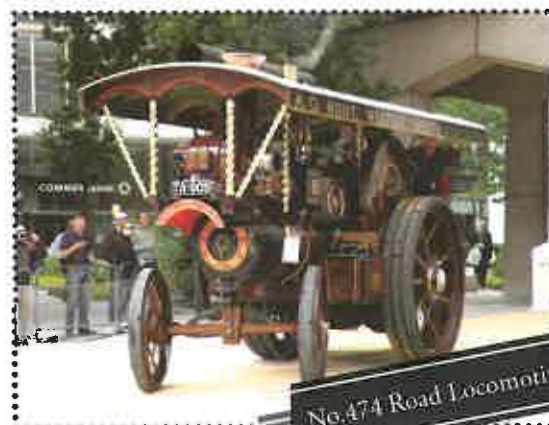
No.435 L1586 8 Wheel Rigid 1949



No.401 C-Type Steamer 1928



No.481 PD3 Bus 1964



No.474 Road Locomotive 1921

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