

# The Honourable and Ancient Appointment of Conductor The Conductor RAOC



The earliest recorded mention of Conductor is made in a Statute of the Westminster of 1227 in which Edward III mentioned that the wages of Conductors of soldiers from the Shires to Place of Assembly would no longer be a charge upon the Shire.

20 January 1642 addressed to one Sir John Hingston, Lieutenant General of the Ordnance, concerning a Train of Artillery to be formed for service overseas listed three Conductors; John Strype to be in charge of draught horses, Christopher Jones to be in charge of the ammunition and William Anderson to be in charge of the fire workers.

In 1683 Charles II issued Instructions for Our Principal Engineers which included mention of the provision of Conductors to see to the conducting of trenches and mines. It is recorded that the Conductors were not closely In 1683 a train for service in Ireland included a Chief Conductor who was paid four shillings a day. Further entries of Conductor were recorded for a time established for service in Flanders in 1691. Included were Conductors of Stores, a Conductor of Gunpowder and Conductors of Stores.

As the capture of Newfoundland in 1762, Lieutenant General Amherst's force included a Conductor and Clerk of Stores.

In a book dated 1776 'The Military Guide for Young Officers' by Thomas Stone Esq. is written:

'Conductors are assistants to the Commissary of the Stores, to receive or deliver out stores to the Army, to attend at the magazines by turns when in garrison and to look after the ammunition wagons in the field; they bring their accounts every night to the Commissary and are immediately under his command.'

A Royal Warrant of 17th January 1812 detailing the establishment for a field train includes Conductors of Stores 1st and 2nd Class and notes that for allowances and price money they were to receive half of that given to a Subaltern Officer.

Early records of Woodcock's Journal give the information that in 1808 one Charles Sargent was a Conductor at the age of sixteen. He served at Cambray with Sir John Moore and was pensioned in 1818 at the early age of 26 years. He died on 17th June a pension until 1886.

Webbington had strong views about the importance of logistics and the Board of Ordnance, early in the nineteenth century, included some 150 Conductors.

For the Crimean War of 1854, records show that a single train was hurriedly formed which included a number of Conductors of Stores.

The Land Transport Corps was re-organised in 1856 and included Conductors in the establishments and in 1860, Conductors accompanied officers of the Military Store Department to New Zealand.

By Royal Warrant of 11 January 1879 a class of Warrant Officers was constituted to be designated Conductors of that of all non-commissioned officers.

In the Army Service Corps the title of Conductor of Supplies was abolished in 1892 and replaced by Staff Sergeant Major in Class. In the Army Ordnance Corps the title of Conductor Stores remained as before, changing later to be known as Conductor and Sub Conductor in Regt. of Warrant Officers Class 1.

After the World War re-organisation in 1965 there were five Warrant Officer Class 1 appointments in the RAOC namely Conductors, Sub Conductors, Staff Sergeant Major 1st Class, Staff Sergeant Major and Regimental Sergeant Major. In 1967 these appointments were rationalised to Conductor, Staff Sergeant Major and Regimental Sergeant Major.

