Appointment of Conductor
The Conductor RLC

The earliest recorded mention of Conductors is made in the Statute of Westminster in 1277 in which Edward IIA ordered that the wages of Conductors of soldiers from the Sheriff in the Place of Assembly should no longer be a charge upon the Sheriff.

During the siege of Boulogne in 1344, historical records mention the Conductor of Ordnance. A Royal Warrant dated 28 January 1642 addressed to a Sir John Myddon, Lieutenant General of the Ordnance, concerning a Train of Artillery to be formed for service overseas listed three Conductors: John Kerbye to be in charge of the ordnance, Christopher Jones to be in charge of the ammunition, and William Anderson to be in charge of the fire workers.

In 1883 Charles XII issued instructions for his Principal Engineer which included mention of the provision of Conductors to see to the "conducting of trenches and mines". It is recorded that the Conductors wore red cloaks.

In 1689 a train for service in Ireland included a Chief Conductor who was paid four shillings a day. Further records of Conductor were recorded for a train established for service in Sanders in 1691. Conductors were Conductors of Stores, a Conductor Major, Conductors of Woolpacks and Conductors of Horses.

At the capture of Newport in 1742, Lieutenant General Abercrombie's force included a Conductor and Clerk of Stores.

In a book dated 1776, "The Military Guide for Young Officers" by Thomas Simms Esquire, is written:

"Conductors are assistents to the Commissary of the Stores, to receive or deliver out stores in the Army, and are in general at the magazine by turns taken in garrison, and to keep after the ammunition brought in the field; they keep their accounts every night to the Commissary and are immediately under his command."

A Royal Warrant of 1 February 1812 detailing the establishment for a field train included Conductors of Stores 1st and 2nd Class and notes that for allowances and prize money they were to receive half of that given to a Surgeon Officer.

Early records of Woolwich Arsenal give the information that in 1809 one Charles Baggett was a Conductor at the age of sixteen. He served at Conway with Sir Hugh Moore and was pensioned in 1810 of the early age of 26 years. He lived on to be an pension until 1889.

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

For the Crimean War of 1854, records show that a siege 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 establishment 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 Officer was constituted to be denominated Conductors of Supplies and Conductors of Stores. Their position was to be inferior to that of all commissioned officers but superior to 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 1st Class. In the Army Ordnance Corps the title of Conductor of Stores remained as before changing later to be known as Conductor and Sub-Conductor in the rank of Warrant Officer Class 1.

In 1957 the appointment of Sub-Conductor ceased. In April 1993, the ROHC was merged with RE-PCS, AOC, RAM and ADC to form the Royal Logistic Corps (The RLC). The appointment of Conductor was carried forward into the new Corps.