

Green, George Alan

Tracey-Britten



1942 Press Photo Col. George Alan Green Assistant to W.A. Harriman in London

Bathurst Technical College,

The following students of Bathurst Technical College passed the recent

Examinations

George Alan Green. Geology. First year.

GEORGE ALAN GREEN, M.C.

(Tracey and Britten periods)

Born at Sydney 8 July 1882. After leaving school he served five years' apprenticeship with the Waygood Elevator Company, Sydney, and trained at night at technical schools. At the completion of his apprenticeship he joined the Orient Company's service as junior engineer on the s.s. *Orient*, and travelled in the company's vessels in the East and Mediterranean. He next gained experience in London with several engineering firms, and became chief assistant engineer to the London General Omnibus Company. In 1911 he was appointed general manager of General Omnibus Co., Brussels, after which he was advisory engineer to the New York Transportation Company, and later vice-president and general manager of the Fifth Avenue Coach Co.

In 1916 he joined the British Army in France as a machine-gunner, afterwards transferring to the Tank Corps, finally becoming Deputy Chief Mechanical Engineer. He was present at all major

School History pp172-3

Fifth Avenue Coach Company, Fifth Avenue Bus, 5th Ave. Stage, Yellow Coach, New York Omnibus, DeDion-Bouton, FACCO, double decker-

www.coachbuilt.com, 5 June 2010

In a 1916 Meeting of the SAE Standards Committee, of which George A. Green was a member, the discussion turned to tires and the Fifth Avenue Coach Company. The Meeting was transcribed in Volume 12 of SAE Transactions, published in 1917:

"G. A. Green: - I believe some figures obtained in the operation of the Fifth Avenue Coach Company's equipment bear on the subject. Our new "A" type buses, which are equipped with 4-in. dual rear tires, under conditions of maximum load carry 2965 lb. per tire or 74 per cent in excess of the 1700 lb., as shown by the proposed table.

G. A. Green Now a Major.

Word has been received at the offices of the Fifth Avenue Coach Company, which operates the buses on Fifth Avenue, that George Alan Green, the company's chief engineer and Superintendent, has been made a Major in the British Tank Corps now in active service in France.

The New York Times

Published: April 19, 1918

Copyright © The New York Times

"GREEN OF N.Y. GOES TO FRANCE.

Takes Captaincy of Corps of Armored Tanks on Somme Front.

New York, Apr. 28, 1917 - George Allan Green, chief engineer and superintendent of the Fifth Avenue Coach Co., which operates about 200 motor buses in New York, has sailed for France to take the captaincy of a corps of armored tanks on the Somme front.

The British government offered Mr. Green the appointment because of his thorough knowledge of Knight sleeve-valve engines, which are used in British tanks. As engineer of the Fifth Avenue Coach Co., Mr. Green has had much experience with this type of engine, his company having bought 250 Moline-Knight engines for use in Fifth Avenue buses. Before his connection with the New York concern, Mr. Green was superintendent of the London General Omnibus Co. He has been in various

Military Cross; T/Capt. George Alan Green. Tank Corps.

Supplement to London Gazette 3/6/18

...

"GREEN OF N.Y. GOES TO FRANCE.

Takes Captaincy of Corps of Armored Tanks on Somme Front. "New York, Apr. 28, 1917 - George Allan Green, chief engineer and superintendent of the Fifth Avenue

Coach Co., which operates about 200 motor buses in New York, has sailed for France to take the captaincy of a corps of armored tanks on the Somme front.

"The British government offered Mr. Green the appointment because of his thorough knowledge of Knight sleeve-valve engines, which are used in British tanks. As engineer of the Fifth Avenue Coach Co., Mr. Green has had much experience with this type of engine, his company having bought 250 Moline-Knight engines for use in Fifth Avenue buses. Before his connection with the New York concern, Mr. Green was superintendent of the London General Omnibus Co. He has been in various

engineering positions connected with transportation for nineteen years, fourteen of which had to do with design, construction and operation of gas-propelled vehicles. "With the Fifth Avenue Coach Co. Mr. Green reduced the cost per mile of operation more than 100 per cent. One of his recent activities was that of developing a complete snow-removal system for the company, by which it removes snow from more than 30 miles of New York streets, on which the buses operate, without interfering with the regular schedule."

...

"John A. Ritchie and George A. Green Head the Operating Organization Which Accomplished This Feat Last Year.

...

"If Mr. Ritchie is the Damon of the Fifth Avenue Coach Company, then George A. Green is his Pithiest.

...

This is what Mr. Ritchie counts on Mr. Green, his chief engineer and general manager, to do, and in this case George does it. Although the United States has sent some mighty fine transportation men to England, notably Albert H. Stanley and Henry Worth Thornton, the one now a lord and the other a knight, it remained for Mr. Green to prove that the rule works both ways. The chief engineer and general manager of the Fifth Avenue Coach Company was born in far off Australia in 1881.

...

When the outbreak of the European War stopped the importation of the French motor buses used by this company, Mr. Green set about developing a standard ail-American double-deck bus. His success in this direction is attested by the hundreds of fine vehicles now operating on Fifth Avenue, New York.

"During the years 1917 and 1918, Mr. Green saw active service in France with the British colors, returning with the rank of Colonel in the British Tank Corps.

"Outside of bus transportation, Mr. Green's chief hobby is yachting. Almost any fine Saturday afternoon in summer, you may see a streak of white tearing up Long Island Sound, and waterfront habitués will tell you that it is the good ship June, with George A. Green, owner, at the wheel."

...

John A. Ritchie, president; S. E. Morrow, vice-president; G. A. Green, general manager; H. C. Moser, superintendent of transportation; Edward Wotton, superintendent of equipment, and R. E. Fielder, in charge of the engineering department, are able and active executives who direct the departmental operations.

...

G. A. Green, general manager of the company, states in his paper 'Motor Bus Transportation,' delivered in 1920 before the Society of Automotive Engineers, 'In my opinion, the average truck chassis is unsuitable for passenger transportation because the weight is excessive, particularly the unsprung weight, the center of gravity is too high, the frames, springs and axle tracks are too narrow, the turning radius too wide, the steering too stiff, etc.'

"For the different periods of the day average operating conditions are represented in the following table by Mr. Green:

Military Cross; T/Capt. George Alan Green. Tank Corps.

Supplement to London Gazette 3/6/18

TANKS IN THE GREAT WAR
1914-1918
Brevet-Colonel J. F. C. FULLER, D.S.O.
(Oxfordshire and Buckinghamshire Light Infantry)
NEW YORK
E. P. BUTTON AND COMPANY

1920
DEDICATIONS

I dedicate this book to the modern military scientists, that small company of gentlemen who, imbued with a great idea, were willing to set all personal interest aside in order to design a machine destined to revolutionise the science of war.

We of the Tank Corps Headquarters Staff knew what we wanted. Realising the power of the machine which the brains of England had created, we never hesitated over a "No" when we knew that hundreds if not thousands of lives depended on a "Yes."

Modestly, looking back on the war from a comfortable armchair in London, I see clearly, quite clearly, that we were right. The war has proved it, and our endeavours were not in vain. We were right, and youth generally is right, for it possesses mental elasticity, its brains are plastic and not polarised. The mental athlete is the young man: the Great War, like all other wars, has proved this again and again. We have heard much of Hindenburg and Ludendorff, but they scoffed at the tank just as Wurmser and Alvinzi scoffed at the ragged voltigeurs of the Army of Italy with which the Little Corporal was, in 1796, about to astonish Europe. We have also astonished Europe, we who wandered over the Somme battlefield with dimmed eyes, and over the Flanders swamps with a lump in our throats.

There was Colonel F. Searle, C.B.E., D.S.O., Chief Engineer of the Corps, a true civilian with a well-cut khaki jacket and lion-tamer's boots. He could not understand the military ritual, and we soldiers seemed never to be able to explain it to him. Throughout the war, in spite of his immense mechanical labours, I verily believe he had only one wish, and this was to erect a guillotine outside a certain holy place.

There was Major G. A. Green, M.C., Colonel Searle's deputy, the father of terrible propositions, the visitor of battlefields, and the searcher after shell-holes. The breather of profane words. The Corps owed a lot to Green; a firm believer in seeing things before criticising them, he was a very great asset.