GREEN started his bicycle repair business in
the early 1900s and for 40 years serviced
bicycles, adding motorcycle and automobile
repair to his line as these types of vehicles
became popular. It was quite by accident
that he entered this career.

He could not afford the expense of having
his own bicycle repaired. Experimentation
convinced him that his own skill could serve
him. The second stage found him correcting
damages to his friends' bicycles. The final
stage was the opening of his own business.

During his long career, he worked on
bicycles of all-wood construction: frames,
wheels and spokes.

He recalls vividly the throng of
Cheney employees who depend-
ed on their trusty bicycles for
transportation to work. These
vehicles were so necessary to
daily living that over-night ser-
dvice was a must. The bicyclist
left his damaged cycle at the
shop at the end of the day's
work and picked it up next
morning on his way to work.

South Enders claim ownership
of Mr. Maurice J. Madden, who
opened a bicycle repair shop in
1905 in the Cheney block at the
corner of Main and Charter
Oak Streets; and later, as
Manchester residents became
motorcyclists and automo-
bilists, moved to the Johnson block on Main
Street. Here, he founded Madden Bros., for
the repair and sale of all three types of vehicles with emphasis on the Nash

car agency.

He was, perhaps, Manchester's earliest
and most successful bicycle racer. Yester-
day's bicycle racing fans tell wonderful tales
of his skill in distancing all competitors:
local, state and national.

Mr. Madden and his friends frequently
pedaled from Manchester to Worcester,
Mass., participated in a road race in that
city, and pedaled back to Manchester, all on
the same day. Sometimes, as he rode
through a small community on the out-
skirts of Manchester after dark, on his
lightless bicycle, he was stopped by a const-
able. The constable, recognizing this
noted racer, did not arrest him; instead he
lent him a lantern to hang on his handle
bar for the safe return to Manchester.

Mr. Madden's prowess was not a mere
bit of luck. He practiced constantly on dirt
lanes at Woodland Park, on rough rutted
roads, and on his home trainer. He drew an
enthusiastic crowd at Cheney Hall when-
ever he gave exhibitions or his trainer. This
mechanism must have been the prototype
of the modern bicycle reducing machine.