

PART XVI: 1939-1952

Keene's recovery from the 1938 hurricane occupied months and saw measures inaugurated to cope with such disasters in the future. Damaged buildings, businesses, and public services soon were restored, and hundreds of young trees were planted throughout the city to replace the century-old giants that had fallen in the hurricane. A duplicate steeple of the one lost by the First Congregational Church was erected in September 1939. Keene builder Glenroy W. Scott offered his services without cost as supervisor of the work, and reconstruction of the spire from the bell level upwards was undertaken by Roy O. Leonard of Framingham, Mass., who repaired 35-40 New England church steeples toppled by the storm.

In 1939 the Public Service Co. of New Hampshire began construction of a new building in the Square at the corner of Washington Street to replace the 1880 Clarke Block; the work was completed in 1940. The top floor and the sidewalk covering of the 1828 Wilder Building, or Ball's Block, on the corner of Court Street, were removed in a 1939 modernization. On the west side of Central Square the Whitcomb Block was renovated in 1947. The sidewalk canopy which was removed from the 1825 building had been the last one remaining in Keene's business district. Also in 1947 the mortar and pestle drug-store symbol was removed from in front of the Central Pharmacy, perhaps the last old-fashioned trade sign left in the city which had once boasted cigar store Indians, striped barbers' poles, huge gold watches, and spectacles as symbols of tradesmen and merchants. Another bit of the vanishing past, stone-made watering troughs on Roxbury and Arch Streets and Park Avenue, disappeared in 1950.

The city supervised snow removal to provide skating facilities at Cummings Lower Pond (located at the junction of Elm and Court Streets), the brickyard on Appleton Street, the West Keene Community Club rink, and at Robin Hood Park in 1940, and for several years a winter carnival was sponsored by the city and local ski club at a ski jump constructed on Beech Hill near Eastern Avenue. Following World War II a Keene Youth Center was opened at the high school, indoor swimming was sponsored at Spaulding Gymnasium, and support was given to the Twin-State Baseball League. In 1946 skiing, with a tow in operation, was featured at Drummer Hill, and ice skating rinks were constructed in the rear of the high school and at Symonds School.

The Public Works Department was formally organized in 1939 with Arthur A. Wallace as its first superintendent. Modern equipment purchased included snow-removal machines added after World War II. The City Planning Board, created in 1939, was organized in January 1940 and charged with the responsibility of development planning for the city. After World War II industrial development, zoning regulations, and the projected growth of Keene became subjects of renewed study as the city embarked on an era of rapid expansion. Steps were taken to improve the appearance of the Common as civic improvement programs were organized.

A popular youth program in the city was sponsored by the police department during the war years. More than 300 youngsters were enrolled in the Junior Police organization under Officer William T. Bridgman. A Junior Police Band and Drill Team in colorful uniforms became frequent participants at civic parades and other events in New England. Police Chief Joseph L. Regan attended FBI training sessions in 1946, and in 1949 his force was responsible for the capture of William F. "Blackie" DeRosa, an escaped Massachusetts murderer who was apprehended in Keene. Chief Regan resigned in 1950 to head the Nashua police force; he has since become director of the New Hampshire State Police. For a short time Keene's police were under the leadership of Thomas J. Qualters, a former FBI and Secret Service agent and personal aid to President Franklin D. Roosevelt.

A new name and status were given to Keene Teachers College in 1939 when all students were enrolled in a four-year program leading to a Bachelor of Education degree. Before the Second World War enrollment averaged about 350 students, and faculty numbered about 50. Postwar expansion necessitated for the first time housing units for married students. These were at a Marlboro Street location.

The old overhead railroad bridge on Eastern Avenue, once a part of the Nashua line, was removed to a Walpole location in 1940. The railroad repair shops, an established industrial complex for almost a century but relatively inactive in later years, finally closed in 1940, and work was transferred to Concord. A state law protecting local industry had to be revised and a referendum vote taken before the buildings could be occupied by the New England Screw Co., bought by the Central Screw Co. in 1947.

Following the war, streamline train service through Keene was inaugurated with "The Cheshire" in 1945, cutting the journey from Boston to 1 hour, 56 minutes. Steam locomotives disappeared within a few years in favor of diesel engines, with signals entirely different

from the shrill whistles once so familiar. Centennial anniversary celebrations marking an historical event that changed the destiny of Keene, the introduction of rail service, were held in May 1948, and a bronze plaque was placed on the railroad station.

A significant addition to Keene came in 1940 with the establishment of the city's first radio station, WKNE, which had begun on June 2, 1927, in Springfield, Vt. Its first call letters were WNBX, and the first broadcasts came from a church belfry, carrying the sermons of the minister. It increased its power and changed ownership in 1931. It joined the Columbia Broadcasting System network in 1937, and came to Keene with a power of 5,000 watts, broadcasting at 1290 on the AM radio frequency. A dedication banquet was held to welcome the station, "Voice of the Monadnock Region," on January 11, 1941, at the Masonic auditorium. Perhaps the personality longest associated with station activities was Osborn C. "Ozzie" Wade, for 30 years an announcer known for his ad lib and ready wit, and who was also a talented trumpeter. Radio broadcasting studios were established on Dunbar Street with transmitting facilities in West Keene as this new medium brought valuable public service programs, farm reports, contests, and local entertainment into every home. FM broadcasting was considered and approved in 1945, although not put into operation until 1964.

It was through radio that Keene and the nation first heard the electrifying news of the attack on Pearl Harbor, on a quiet Sunday afternoon, December 7, 1941. WKNE did its share of special programs for bond drives and wartime campaigns, including a coast-to-coast pick-up of a local program, "Women in the War," an aid to WAC recruiting. After the war, a series by Howard E. Wheelock, "Monadnock Region Reveille," dedicated to community service and appreciation of the American way of life, won for the station numerous commendations.

Even before war was declared Battery G, 197th Coast Artillery, New Hampshire National Guard was activated, and on September 16, 1940, Keene men once again marched down Main Street to the railroad station under the anxious eyes of friends and relatives. This unit was among the first to reach Australia early in 1942. Local Selective Service Board No. 11 registered 1,656 young men for military service in October 1940.

Military activities in Keene during the war consisted of flight training carried on in cooperation with government agencies, and civilian pilots and combat flyers were trained at the local airport. Lee

Bowman, who had moved to Keene in 1940 to take charge of airport operations, established a flying school under the auspices of the Civil Aeronautics Administration to prepare civilians for possible defense roles. Some 650 navy pilots were trained under his direction. George "Scotty" Wilson inaugurated and became first commander of the Keene Squadron Civil Air Patrol in December 1940.

Home front war programs included intensive Red Cross and other relief work, victory gardens, war chest, USO, and civilian defense activities. Auxiliary fire and police units were formed, air raid wardens were appointed, and numerous blackout and air raid tests were held. Supplies of food were stocked in schools, where pupils were fingerprinted and instructed in evacuation procedures.

On December 9, 1941, Chief Air Raid Warden Ronald P. Bach and Deputy Alpheus B. White issued printed cards containing air raid and blackout instructions which were delivered to every household in the city. The signal for an impending air raid on Keene was to be a series of short blasts of the fire signal. Citizens were to take cover, keep away from windows, and turn off water, gas, and electricity. "If caught in the open," the instructions read, "throw yourself to the ground, using any protection available, such as a ditch, trench or gutter." Instructions further included information on how to deal with incendiary bombs, and most attics were soon equipped with pails of sand for smothering such threats. During blackouts, lights in the city were turned off or screened. The signal for a blackout was one extra-long blast of the fire whistle. "We in Keene will be expected to obey blackout orders when received," Wardens Bach and White told householders, "A successful blackout depends wholly on your absolute cooperation." Airplane spotters were on duty and identification of various aircraft became a popular hobby. Security regulations were imposed on essential industry, and measures were taken to screen suspected aliens.

War bond drives had the enthusiastic support of the entire community. Among special features of such drives were the display in Central Square of a captured miniature Japanese submarine, a special guest appearance by film star Dorothy Lamour, a navy air show, and a mock battle staged at Alumni Field. Workers joined in contributions to buy planes, tanks, and other equipment, as did school children, who also contributed funds to help launch a supply ship named the *Monadnock*. The city sent to each man and woman in service a booklet containing hometown news and features; 1,200 were mailed out at Christmas time in 1944.

Collections of scrap metal more than filled a huge container placed at the head of Central Square Park; tin cans, aluminum, toothpaste tubes, tinfoil, paper, and oils and fats were among the principal items sought during the numerous drives. The city's old 1883 Amoskeag steam fire engine was brought out for the cause but escaped the fate of being scrapped. It found a place in a Manchester collection of historic fire-fighting equipment. Many fine old cast-iron gates, fences, and decorative iron lawn ornaments were less fortunate, however. Among familiar features of the city which disappeared in the drives for war material in September 1942 were the octagon reservoir observation tower and Fuller Park's World War I German cannon.

In local industry work was carried on under government contracts and security regulations. Army-Navy "E" awards for production were won by several plants for outstanding achievement. Faulkner & Colony produced 14 different types of cloth, including uniform material for French, Russian, and Norwegian troops, as well as navy and coast guard blanket material. The peak employment in the firm's long history, about 500 men and women, was reached during the war years. At Kingsbury Machine Tool Co. machines for the production of military fuses, aircraft engine parts, gun components, and M-1 rifle parts were turned out in day and night shifts. Precision bearings used in aircraft navigation, bombsights, radio and radar equipment, and many delicate scientific instruments were important Keene products. The M. S. Perkins firm employed 450 people in its manufacture of time fuses and bomb parts. Feldspar and mica from the Golding-Keene Co. mines became valuable when foreign supplies were cut off.

Rationing was begun early in 1942. Roy M. Pickard, Edward H. Lord, and Henry A. Frechette, the original ration board members, first met in Lawyer Pickard's office to issue tire certificates. Pickard served as head of the board until May 1946, when Rolfe Floyd Jr. of East Sullivan became chairman. Frechette was the first clerk, but additional help was soon needed, as well as more space for the expanding work of the board which came to include all of Cheshire County. About 35,000 people were served from the Keene office before the end of the war. Temporary quarters were made available in the Court House, and regular offices were opened in the Museum Block on Court Street in September 1942. Volunteers from the National Grange Mutual and Peerless Insurance Companies gave aid, but regular clerical help eventually numbered 15, as rationing was extended to gasoline, fuel oil, automobiles, tires, shoes, meat, coffee,

sugar, some canned goods, and certain items of clothing. Price control was also placed under the ration board, which was run during the war by 35 persons serving without pay.

Ration books in four "editions," tokens, and gasoline stamps were issued with the help of school personnel, and auxiliary boards were established in neighboring towns to save trips to Keene for routine matters. Visitors to the office brought a continual flow of questions, appeals, and complaints. One week in April 1945 saw 1,257 people calling for various reasons connected with the rationing program. Most rationing stopped with the end of the war, but clerical duties and price control matters occupied the office into 1946.

Many products not actually rationed became scarce, including meat, cigarettes, canned foods, and silk stockings. Rumor of the arrival in some store of a sought-after item was enough to trigger a "run" on the place, but shortages were taken with good grace in the interest of the war effort. City Hall was closed to public meetings due to limited supplies of coal, and some churches combined services to conserve fuel.

Each loss at the battle front was felt by all in the community. A home front disaster was the Cocoanut Grove Restaurant fire in Boston on November 28, 1942. One of America's worst such tragedies, 491 people died in the blaze, including Keene residents Fred P. Sharby, his son Fred Sharby Jr., and Clyde C. Clarke and his wife Mabel.

Service flags appeared in Keene homes, gold stars bearing mute witness to the supreme sacrifice required of some families. Probably a record for any one family was that of Mr. and Mrs. William H. Dennis of Pearl Street, who had seven sons in uniformed service. A huge service flag was flown over Main Street in 1943, and an honor roll was erected in the Park and dedicated on July 4, 1944. Noted among Keene men and women who saw military action on every front were the names of 50 who died for their country. A War Records Committee headed by Dr. Lloyd P. Young set about gathering data and service information for a permanent record of the city's contribution in World War II.

Then at last it was all over. Victory celebrations on August 14, 1945, were a spontaneous outpouring of emotions pent up for years. Every church bell and factory whistle sounded, a huge throng gathered in the business district to cheer, the soldiers kissed the girls, and a harried theater manager begged his 20 or so patrons to go out and join the celebration so that he might go too. Returning servicemen soon adjusted to civilian life, although for some this was easier than

for others. One Keene soldier, discharged on a Saturday afternoon, returned to spend a quiet Sunday at home, and reported to his old job on Monday morning. Some who came back in 1947 were the war dead, brought for burial in their native New Hampshire hills.

After the war Keene contributed tons of clothing for refugees, as it had previously given tons of scrap for war use. In 1948 aid was sent to a Greek "sister" community.

Keene's airport, located in North Swanzey, dates from the war years. Aided by federal funds, the tract was purchased in 1942 and dedicated on October 31, 1943, with 5,000 people in attendance to hear addresses by civilian and military officials, including Governor Robert O. Blood, U. S. Senators Charles Tobey and Styles Bridges, and Mayor Richard L. Holbrook. The facility was named Dillant-Hopkins Municipal Airport in honor of Thomas David Dillant of Keene and Edwin Chester Hopkins of Swanzey, who had given their lives in the war.

A steel hangar was erected at the airport in 1945, and operations were moved from West Keene to the new location. Lee Bowman became manager of the airport and also conducted a flying school. A major step in the transportation history of Keene, regular air service was begun on November 1, 1946, by Northeast Airlines. The first flights made one stop at Springfield, Mass., on their way to New York. The first air mail flown from the city was a part of the inauguration ceremonies; 2,600 letters stamped with a commemorative cachet were handed to the crew of the DC-3C Skycraft by Postmaster Carl D. Roche. Along with its 11 Keene passengers the plane carried a fresh apple pie, the gift of Keene's Mayor James C. Farmer to New York's Mayor William O'Dwyer.

Air service was at first curtailed from two to a single daily flight and was suspended briefly in January 1948. Service was resumed in May, and air freight was added to the operations of Dillant-Hopkins Municipal Airport. Lighting of the airport runways was installed in 1948-49, and in 1951 signal beacons were added. Several Keene industries maintained private airplanes for business purposes as the air age became an established fact. In 1952 an estimated 200 airplanes a month made use of the Keene airport facilities.

The most distinguished visitor Keene had entertained in many years was Mrs. Franklin D. Roosevelt, the nation's First Lady, who gave an address before the Keene Community Forum on April 10, 1945. Mrs. Roosevelt, the first member of a Presidential family to spend a night in the city, was the guest of LaFell and Lucy Dickinson.

Mrs. Dickinson, who became president of the General Federation of Woman's Clubs in 1944, represented that national group at conferences and on a tour of Russia in August 1946. She was honored at a Keene reception in 1947.

Among the events of Mrs. Roosevelt's visit were a dinner at Keene Teachers College, an appearance before high school students, and an interview over a state-wide WKNE broadcast. The First Lady spoke before the Forum on the subject "Education in the Post War World." It was originally planned that Mrs. Roosevelt should return to New York via the East Northfield train, and she had expressed an interest in the Keene version of the famed "Toonerville trolley," but plans were changed to include a scenic drive to Springfield and a connection there to New York.

The Keene appearance by Mrs. Roosevelt was almost her last as First Lady, and her address here was her last public speech as the wife of the President. Franklin D. Roosevelt died at Warm Springs, Ga., two days later. Memorial services and other public mourning activities were conducted in the city, as throughout the nation and the world. A new President of the United States, Harry S. Truman, was sworn into office by Chief Justice Harlan F. Stone, a native of nearby Chesterfield.

In 1948 presidential hopeful Harold Stassen made a Keene appearance during primary election activities, as did several political leaders in 1952.

Monadnock View, a tract of 76 acres that was one of Keene's early air fields and a popular golf course in West Keene, was purchased in 1946 and plans for its development as a new municipal cemetery were drawn in 1947. The city made repairs to the Goose Pond water supply source in 1946, and laid larger water pipelines in 1949-50. A new overhead street lighting system was introduced into the business district in 1947. Parking became an increasingly difficult postwar problem, and parking meters were installed in 1947; by 1949 there were 281 in use.

Traffic flow studies were carried out and one-way driving was established at several points near the Square in 1950. Many streets were widened and improved, including Marlboro and West Streets in 1950-51. Proposals for a bypass route were studied beginning in the 1950's. Keene continued its fight against Dutch elm disease in 1947, but a control of the menace could not be found. Around this time the city added the first radio-equipped Public Works Department trucks in New England.

The first professional recreation director, Charles S. Farrar, was appointed in 1947. An arts, crafts, and hobby show staged at City Hall, formation of a Golden Age Club for senior citizens in December 1948, and a Children's Theater were among the new programs inaugurated. Forrest L. Carey gave a five-acre tract of land to Keene Girl Scouts in 1946, which became known as Camp Carey, a focal point of varied summer scouting activities. A covered grandstand was constructed at the baseball diamond at Alumni Field in 1948, and Little League baseball became a popular youth program sponsored by Keene business and industry.

The years following World War II saw many changes in Keene residential living. Areas of Park Avenue, including Aspen, Birch, and Balsam Streets, upper Court Street at Pako Park, Green Acres, Fox Circle, Kendall Green, and other developments were incorporated into the fabric of community life. Building, aided by government veteran programs and loans, progressed at an unprecedented rate; in 1950 nearly 100 new homes were built, double the 1949 figure for new buildings.

Important civic government changes took place in this period. In line with progress in municipal administration across the country, a professional city manager was proposed in 1947, creating a division of opinion and discussion for some time. Henry F. Goodnow of Pontiac, Mich., was the first to hold the new post in 1948, with Robert B. Weiss as administrative assistant. The new form of government brought Keene some of its most spirited election campaigns; in 1949 there were 52 candidates for city council seats, the largest number in city history. The city manager plan was approved in referendum voting in 1949, but experienced difficulties and continued opposition. It was defeated in 1951, following one of the hottest mayoralty campaigns ever known in Keene. Mayors Frederick D. Mitchell and Laurence M. Pickett provided administration under a new charter which, in 1950, had replaced the two-chamber city government with a single council of 15 members and a mayor. While the city manager question seemed to occupy the center of attention, tax assessment and property evaluation was also the subject of considerable discussion, and revisions provided fuel for controversy. In 1949 Keene celebrated its 75th anniversary as a city with a banquet which five of its seven living ex-mayors attended.

Keene's last surviving veteran of the Civil War, Frank E. Amadon, who had served with Company I of the 18th Regiment of volunteers in 1865, died in 1945 at the age of 99. A familiar figure at

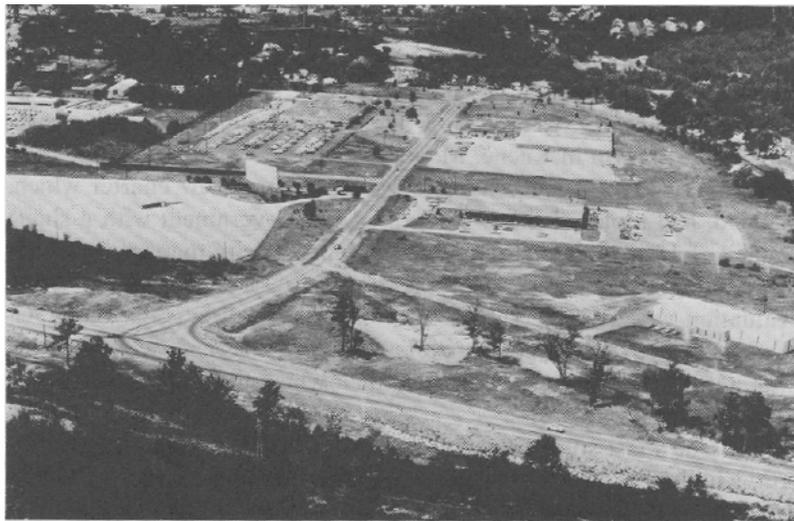
Memorial Day school exercises, he was among the state's last Civil War soldiers and the last member of GAR Post No. 4 of Keene.

Desire for a permanent war memorial led to consideration of several models before 1948. A memorial in the form of a carillon was advanced, the project to be aided by funds left to the city in 1881 by John Symonds for such bells. The proposal was adopted and the Methodist Church was selected as the site because its bell was not in use. A two-octave electronic bell system was dedicated on May 27, 1951, fitted with an automatic playing mechanism and a keyboard located near the church pipe organ console.

Following the war the city's schools became a major civic consideration as the population grew. In 1946 the school board voted to change to the 6-3-3 grade system. Mrs. Howard W. Kirk became the first woman school board chairman in 1947. Keene's population rose from 13,832 in 1940 to 15,638 in 1950, and school building needs were studied and sites for expansion surveyed. Additions to the Symonds and Wheelock Schools were made in 1951, and the Dickinson property on Roxbury Street was purchased for use by the high school. A new junior high school was authorized in 1950 and an Arch Street site was obtained. The cornerstone of the new building was set in May 1952.

The *K.H.S. Enterprise*, a prize-winning literary magazine pub-

Keene Industrial Park—incorporated 1951



lished by high school students, observed its 50th anniversary in November 1946. Forrest J. Hall, a veteran educator who had served on the publication's first editorial board, contributed to the anniversary issue along with other former editors.

The Keene Regional Industrial Development Foundation, incorporated in 1951 with Edward Ellingwood as director, began attracting new industry to Keene, and developing sites for manufacturing plants. An appreciation of organized planning for the growth of Keene became one of the distinctive features of postwar activity in all phases of community life.

The Keene Clinic was formed in 1948. An association of doctors with facilities near the hospital, this institution has brought medical service to the entire region on a scale never before available. The organization of a blood bank, visits by the "bloodmobile," and inoculation against polio were part of the progress in medical affairs.

The Keene Light Opera Co. was launched by a group of local singers. Among the operettas they produced in the early postwar years were "H.M.S. Pinafore," "The Sorcerer," "The Mikado," and "Robin Hood." "Eyes-A-Poppin!" (a Lions Club annual benefit production) was launched in 1951, and the Community Concert series, dating back to 1937, continues to bring outstanding soloists, ballet, orchestras, and choral groups to the city.

A Soroptimist Club of women in professional and executive positions or owners of their own businesses was organized in September 1947, and the League of Women Voters was formed in May 1952. The Cheshire County Numismatic Society, organized in 1950, until 1962 was the only coin collectors' club in the state. The Monadnock Stamp Club was organized in 1925 and is still active in 1967. The Keene Mineral Club was formed by 12 persons in June 1948 to study and collect minerals. An amateur astronomy group was formed in October 1957, incorporated in May 1960, and works with Keene Teachers College, scout groups, and the schools in programs of astronomical observation.

One of the city's most beloved musicians, William "Bill" Nye, made the singing of "The Palms" an Easter season tradition. His bass voice was also heard in the Swanzey revival of "The Old Homestead," beginning in 1939.

A new form of public entertainment was offered in 1950 with the opening of the Keene Drive-In Theater, the first of its kind in the city and located off Marlboro Street, where the circus and carnival had once performed.

The First Baptist Church celebrated 70 years in its Court Street building with a pageant and special programs in 1945. St. George Greek Orthodox Church of Keene purchased the Mary Faulkner estate on West Street in 1941, and added to the building two years later. In 1947 the Jewish Congregation Ahavas Achim acquired the Red Cross chapter house on Court Street for use as its synagogue. The same year Keene's Christian Science organization moved to Washington Street. A modern convent of the Sisters of Mercy was erected on the corner of Main and Davis Streets in 1946-47, replacing the former building at the rear of St. Joseph's School.

The *Keene Evening Sentinel's* 150th anniversary edition of some 80 pages, issued on March 23, 1949, was the largest ever published by the paper and contained numerous historical articles, pictures, and features. In the interest of preservation and genealogical research, the Cheshire County land records through 1859 were filmed by teams of members of the Mormon Church in 1952. The *Keene Shopper*, a weekly advertising newspaper, was begun in March 1959 by Gabriel M. and J. Barbara Shakour. With a controlled Monadnock Region circulation, its format was enlarged in 1961 and in 1965. It is now known as the *Keene Shopper News*.

Dorothy June Smith, daughter of former First Congregational Church pastor, Rev. Willis E. Smith, enjoyed a motion picture acting career under the name of June Vincent. Mrs. Roger B. White represented Keene and New Hampshire in a national radio contest over a period of about a month shortly after the end of World War II. Horatio Colony of Keene wrote several works, including *A Brook of Leaves, Birth and Burial, Young Malatista, Bacchus and Krishna,* and *Demon in Love*. Keene was brought into public notice in 1948 with the publication of William L. White's book *Lost Boundaries*. Also a widely-read magazine feature and a prize-winning motion picture, the story was that of a local physician and X-ray specialist, Dr. Albert C. Johnston, and his family who, although Negro, had lived in Keene since 1940 "passing" as white. The fact might not have become known had the doctor not volunteered for the navy during the war. One of the hospital's most respected specialists, Dr. Johnston made Keene his home until 1966 when, after 26 years of service to the community, he and Mrs. Johnston moved to Hawaii. Keene lawyer and jurist John R. Goodnow was named to the bench of the New Hampshire Supreme Court in 1952.

One of Keene's most famous sons, and one who always remembered his native place with warm regard, was the artist, Barry Faulk-

ner. Born in Keene in 1881, and educated at Phillips Exeter Academy and Harvard, he studied in Rome with several outstanding painters, including George De Forest Brush and Abbott H. Thayer, a distant cousin who also painted in the Keene area. Faulkner became one of the nation's outstanding muralists, decorating rooms at the National Archives Building in Washington, the State Capitol at Salem, Ore., Radio City in New York, the John Hancock Building in Boston, the University of Illinois at Urbana, the Eastman Building in Rochester, N.Y., the Metropolitan Life Insurance Co. Building at Ottawa, Canada, and the State Capitol in Concord. He also painted murals for American service cemeteries in France and Italy. Faulkner painted his first Keene murals at Elliot Community Hospital in 1943, depicting Central Square as he remembered it. Other local murals include those painted for the Keene National Bank in 1950, three panels portraying distinguished visitors to Mt. Monadnock, Ralph Waldo Emerson, Abbott H. Thayer, and Henry David Thoreau. At the Cheshire County Savings Bank in 1955 Faulkner depicted Main Street at the time of the arrival of the first railroad train on May 16, 1848. Sketches for his murals in Concord, showing Daniel Webster, General John Stark, and artist Abbott H. Thayer, hang in the Juvenile Department at Keene Public Library. Faulkner, who summered in Keene and visited the city whenever possible, was active as a trustee of the American Academy in Rome, the MacDowell Colony in Peterborough, and the St. Gaudens Memorial in Cornish.

Other contributions to Keene made by Barry Faulkner were his early encouragement of city planning, his concept of a park bordering the Ashuelot River to preserve the natural beauty of the area, and efforts in behalf of Keene history and art.

Barry Faulkner returned to Keene as a resident and died late in 1966. The *Keene Evening Sentinel* said of him, "No matter how widely he traveled, Faulkner never lost touch with his native city and region. He spent his summers here whenever possible, and thus renewed body and spirit by contact with people and places he loved so dearly. Barry Faulkner will be deeply missed—as an artist of international stature, and as a distinguished citizen of this community and state."