

invested, and 163,000 square feet were added to the factory in preparation for the Explorer line, which replaced the Bronco II in 1990. During the 1980s Ford invested approximately \$1 billion in both the Louisville Assembly Plant and the Kentucky Truck Plant.

In February 1997 Ford announced that it was selling its heavy truck division at the Kentucky Truck Plant to Freightliner Corp. and that it would discontinue heavy truck production by the end of the year. In October Ford announced its plan to add 130,000 square feet to the truck facility and hire approximately 1,000 additional workers to boost the production of its F-series light trucks and add the manufacturing of a large sport utility vehicle to compete with GMC's Suburban.

By the end of August 1997 approximately 10.6 million Ford vehicles had been produced in Louisville, and the plants together employed roughly eighty-four hundred workers.

See *Ford 75th Anniversary in Louisville: 1913-1988* (Louisville 1988).

FORMAN, GEORGE (b Louisville, August 7, 1844; d Louisville, November 19, 1901). Distiller. Forman's father was Thomas Seabrooke Forman, a successful bagging and rope manufacturer who came to Louisville from Mason County, Kentucky, in the early 1800s. The younger Forman was one of five children.

Forman was an employee of the local Brown whiskey distillery when, in 1881, he was made a partner in the company along with James Thompson. The firm used the name Brown, Thompson, and Co. for several years, until Thompson eventually withdrew. In 1889 the name was changed to Brown, Forman, and Co. When Forman, who had worked as a bookkeeper before becoming a partner in the firm, died, GEORGE GARVIN BROWN purchased the entire business. Brown incorporated the firm under the name BROWN-FORMAN shortly after Forman's death in compliance with a written agreement he had made with Forman to retain the name.

Forman was married to Hannah Bartley, and the couple had a daughter, Emily Forman. The family lived at 1403 Second St. Forman, who had been in bad health for several years, died after a long illness and is buried in CAVE HILL CEMETERY.

See *Courier-Journal*, Nov. 21, 1901.

FORT DUFFIELD. In order to protect the OHIO RIVER and the southern approach to Louisville during the CIVIL WAR, Gen. William T. Sherman, headquartered in Louisville, ordered a fort built at the confluence of the Salt and Ohio Rivers. Construction of the fort began in November 1861 on Pearman Hill, a bluff overlooking the rivers and the city of West Point in Hardin County. The first garrison consisted of men of the Thirty-seventh Indiana Infantry, from Lawrenceburg, Indiana, and the Ninth Michigan Infantry, from Ft. Wayne, Michigan.

Other units serving in the fort included the First Wisconsin Infantry, First Ohio Infantry, the Eighteenth Ohio Infantry, and Lambert's Coldwater Artillery from Michigan. Approximately 950 soldiers were garrisoned at the fort during the winter of 1861-62.

The fort was strategically located at a site overlooking the OHIO and SALT RIVERS and the LOUISVILLE AND NASHVILLE TURNPIKE. The fort worked as a deterrent to marauding Confederate forces such as those led by Gen. John Hunt Morgan, who in 1863 crossed the Ohio into Indiana at Brandenburg, downriver from West Point.

The fort hugged the side of a high bluff. It was so secure when it was completed that when the request was made for locks for the gates the quartermaster sent two toy locks as a joke. The fortification was constructed of earthen mounds, seventeen feet from the top of the wall to the bottom of the ditch, and nine feet wide at the top of the wall. The fort had ten faces so as to allow line of fire in all directions. It was never challenged. The soldiers constructed their own shelters, a cross between a log cabin and a tent, and also dug their own well, although most water was carried up the steep hill from the river.

After the war the site of the fort remained in private hands until it became part of the FORT KNOX Military Reservation. In 1978 the land was given to the city of West Point and named Fort Duffield in recognition of the commander of the Ninth Michigan. In 1992 the Fort Duffield Heritage Committee was appointed by the City Council to raise funds and preserve the site, recognized as one of the most significant Civil War sites in Kentucky because of the size of the earthworks. In 1995 the fort was placed on the NATIONAL REGISTER OF HISTORIC PLACES.

The earthworks are still visible, although eroded from their original size. The Fort Duffield Preservation Committee works to restore and preserve the fort. An annual "Civil War Days" event has been held at both the fort and West Point since the creation of the committee, with proceeds going toward the preservation of the fort.

W. Daniel Sturgeon

FORT HILL. The neighborhood known traditionally as Fort Hill (but dubbed MERIWETHER by the city of Louisville about 1975) takes its name from Civil War Fort Horton that occupied a large area of elevated land in the southwest angle of the junction of Meriwether Ave. and Shelby St. This was one of a series of fortifications surrounding Louisville to protect the city from possible Confederate attack. Much of the hill on which the fort stood has been graded away, although it was more or less intact as late as 1905.

The neighborhood is bounded by Shelby St. and the "SCHNITZELBURG" area of the GERMAN-TOWN neighborhood to the east, and by PRESTON ST. to the west. It extends north to about

Ormsby Ave. and south to about Eastern Pkwy. Meriwether Ave. cuts through the neighborhood on an east-west axis. Little is known of the development of the area in the years immediately after the CIVIL WAR. By the mid-1890s, however, farmland was being slowly converted to residential and commercial use. Industrial operations sprang up along the railroad opened through the area in 1871. Mule-drawn STREET-CARS on Shelby St. had reached the northern edge of Fort Hill by the late 1870s, but much open land remained and small dairy farms persisted until early in the twentieth century.

The sparse early POPULATION was mixed black and white, but by the end of the nineteenth century there were few white residents west of Shelby St. That area west to Preston was practically all African American, most of whom lived on Meriwether and on north-south Bland St. Most are listed in the CITY DIRECTORIES as laborers. They found employment in the factories along the railroad, the sand and clay quarry that stretched north from Bergman (part of the street was dug away), the Gernert Lumber Yard, and two brick manufacturers. One brickyard was operated by J.H. Egelhoff, who also had a park on Preston St. at the railroad crossing. The park was used by black workingmen for the annual LABOR celebration held on May 1. (White workingmen observed the day at PHOENIX HILL PARK on Baxter Ave.)

In 1894 the Shelby Street Colored School, a small frame building, was opened at Shelby and Burnett Ave. During that decade black churches made their appearance. Both the Bland Street Baptist Church and Miles AME Chapel (Methodist), also on Bland St., were founded in the 1890s. In 1905 the Red Cross Sanitarium (no connection to the American Red Cross), the only private medical institution that treated AFRICAN AMERICANS, moved from downtown Sixth St. to the Fort Hill area at 1436 Shelby St. Red Cross was a two-story frame dwelling that stood almost alone. It operated the only nurse-training program in Kentucky for African Americans. The hospital was later expanded, and in 1951 a new brick building was erected. With the end of SEGREGATION in Louisville HOSPITALS, this pioneering institution closed in 1975. The building later housed several programs of the VOLUNTEERS OF AMERICA in Kentucky.

Another institution that closed with the end of segregation in schools in 1956 was the Lincoln Colored School on Bland St. at Morgan Ave. The two-story brick structure had been opened in 1912 to replace the inadequate Shelby St. Colored School. It was located within what is now Lincoln-Preston Park, which memorializes the school in its name.

See *Sanborn Insurance Atlas*, 1892 and 1905 editions; "Street Directory" section of *Carroll's Louisville City Directory*, 1884-1915 editions; U.S. Geological Survey topographical map, Eastern Louisville, surveyed 1904-5; U.S. Engineer Corps "Map of Louisville and its De-

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fenses" 1865 (reproduced in *Courier-Journal Magazine*, Sept. 30, 1956); G.T. Bergmann, "Map of Jefferson County," 1858; and *Louisville Post*, April 9, 1891.

George H. Yater

FORT KNOX. Fort Knox lies approximately thirty-five miles south of Louisville in Hardin, Bullitt, and Meade Counties, with its main entrance on U.S. Hwy. 31W. The post encompasses 170.4 square miles, or 109,000 acres, which includes ranges, training areas, and the cantonment area. In its scope of operations and population served, Fort Knox ranks as one of the largest communities in Kentucky. Known as the Home of Mounted Warfare, the post provides training for armor officer and enlisted personnel in both the active and reserve components. Fort Knox offers a unique mix of simulator facilities, gunnery ranges, and maneuver space that attracts units from across the country. The Armor Center also generates armored warfare doctrine and training strategies, and oversees the development of new materiel for armor and cavalry units. Fort Knox provides basic training for new soldiers and houses the U.S. Army Recruiting Command, responsible for worldwide recruiting operations. The Reserve Officer Training Corps Basic Camp, also on post, prepares college students for future army commissions.

Two rivers run through or near Fort Knox—the OHIO and the SALT. Prior to white settlement, these rivers supported an abundance of fish and game, including buffalo. The area became a favored hunting ground for Indian tribes. Between the 1790s and the 1820s, the three counties that Fort Knox now spans were formed—Hardin, BULLITT, and Meade. Further development included the completion of the LOUISVILLE AND NASHVILLE TURNPIKE that now follows the trace of Wilson Rd.

During the CIVIL WAR, troops of both sides operated in the area, and Union fortifications guarded the approaches to Louisville, including FORT DUFFIELD near West Point. In 1862 the Sixth Michigan Infantry built fortifications atop Muldraugh Hill, a ridge within the present-day military reservation. In December 1862 Confederate general John Hunt Morgan, leading the Second Kentucky Cavalry, raided the area and captured Union troops. At Brandenburg in Meade County, just west of Fort Knox, Morgan led his troops across the OHIO RIVER to raid Indiana and Ohio in July 1863.

In 1903 the War Department began seriously considering the Fort Knox area for a permanent military reservation when it established Camp Young as a maneuvers headquarters near West Point. After the United States entered World War I, Congress, on June 25, 1918, allocated \$1.6 million to purchase forty thousand acres for Camp Knox. Named after Maj. Gen. Henry Knox, the Revolutionary War chief of artillery and first secretary of war, the post served

as an artillery training center. The climate permitted continuous training throughout the year, railroad and roadways provided easy access to the site, and the army had already leased land there as an annex to CAMP ZACHARY TAYLOR in Louisville. The Camp Knox purchase included towns, homes, churches, and farms. The inhabitants dispersed, resulting in the disappearance of many small towns or—as in the case of Stithton—their relocation.

New construction included Godman Army Airfield, which opened in 1918 and became the first airfield in Kentucky. Plans for developing and expanding the post ended with the war. In 1925 it was renamed the Camp Knox National Forest. The National Guard and Reserves continued to use the site for summer training, but only after the assignment of two infantry companies to Camp Knox did it reopen in 1928.

In 1931, when the army was struggling with the concept of mechanization and motor transport of its weapons and troops, Camp Knox became identified with the form of warfare that has become its hallmark. The arrival of the Seventh Cavalry Brigade (Mechanized) transformed the post from an undeveloped training camp into a permanent installation. Its redesignation by Congress as Fort Knox in January 1932 denoted this change. Further expansion and an increase in the scope and pace of activities soon followed. The arrival of more troops on post acted as a boon to local economies still suffering from the GREAT DEPRESSION. A \$2.8 million allotment in 1933 went for construction of much of the brick housing, along with the headquarters building, hospital, storage warehouses, barracks, and ordnance facilities. In addition to training and doctrine development for the mechanized cavalry, Fort Knox continued to support National Guard and Reservist training and directed Civilian Conservation Corps work camps. In 1937 the mechanized cavalry personnel provided relief to Louisville and nearby areas devastated by the highest known flood on the Ohio River.

During the 1930s federal authorities determined that gold storage sites, located along the nation's coasts, might be vulnerable to enemy attack. Removed from the threat of air or amphibious attack, accessible by road and rail, and defensible by the Seventh Cavalry Brigade (Mechanized), Fort Knox was chosen as the new location for a bullion depository. Constructed of granite and concrete, the building is 105 feet by 121 feet with a height of 42 feet. The U.S. Bullion Depository opened when the first shipments of gold arrived from New York and Philadelphia in 1937.

The vault has held more than gold. During the second world war many documents were sent from Europe and Washington for safekeeping, including the Lincoln Cathedral copy of the British Magna Carta, the St. Blasius-St. Paul copy of the Gutenberg Bible, the U.S. Declaration of Independence, the U.S. Articles of Confederation of 1778, the signed copy of the Con-

stitution of the United States, ABRAHAM LINCOLN's Gettysburg address of 1863, and the autographed copy of Lincoln's inaugural address of 1865.

WORLD WAR II changed the status of the post. The war's onset quickly demonstrated the value of large armored formations. The army therefore established the armored force with its headquarters at Fort Knox. This new organization bore responsibility for creating armored divisions and corps. By 1945 the armored force had grown to sixteen divisions and more than a hundred separate tank battalions and mechanized cavalry squadrons. The need to train large numbers of officers and enlisted personnel in the operation of armored units resulted in a deluge of military personnel on post.

The establishment of the Armored Force School and Armored Force Replacement Training Center followed in 1940. An initial shortage of military maintenance instructors led to the hiring of civilian instructors from local vocational schools. The post expanded through new construction and land purchases from 864 buildings and 30,000 acres in 1940 to 3,820 buildings and 106,861 acres by 1943. The large-scale construction that occurred during the war years marked Fort Knox's transformation from a small military post to one of the largest communities in Kentucky. Much of the installation's current infrastructure was built during this time. Unfortunately, at the onset of this expansion, the volume of traffic to and from the post made the roads linking Fort Knox to nearby towns among the most dangerous in the country, and DIXIE HWY. was often referred to as "Dixie Dieway."

The end of World War II reduced the scale of Fort Knox's activities, but the rapid onset of the Cold War with the Soviet Union and its allies generated a continuous demand for armored soldiers. Training remained a primary function of the post. The assignment of the 194th Separate Armored Brigade to Fort Knox in 1968 underscored the post's importance and resulted in a steady influx of federal money that filtered into the local communities, fueling their development. Louisville benefited in many ways, including the visitation by soldiers on leave. The presence of Fort Knox was also apparent from the large numbers of soldiers flocking onto the post for training prior to overseas deployment, especially during the KOREAN and VIETNAM WARS. In addition, field testing of vehicles often occurred at nearby Otter Creek Park, owned by the city of Louisville. In 1968 the Eighth Attack Helicopter Battalion and the 229th Aviation Regiment were activated at Fort Knox, filling local skies with the sound of "choppers."

The 1990s opened with the Gulf War in the Middle East. Fort Knox commenced continuous operations to assist units deploying to the Persian Gulf. The post received its lar mobilization since the Vietnam War, resulting in large numbers of activated reservists arri-

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