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Hamlet born at crossroads vanished

The following is from the Oldham County History Center's book "History and Families: Oldham County, Kentucky," which is sold in the gift shop of the history center's museum.

Located in Brownsboro was a stage coach stop for travelers who were coming up from Louisville. At this stop one could board the stage going to Shelbyville or the one going through Buckner on to Cincinnati.



The Barrows and their family farm was located near Peru- Peru was such a small community that most members of Peru were farmers. The springhouse was located close to the railroad tracks and trolley lines. photo courtesy OC History Center.

The stage coaches would travel up old Zaring Road and turn right if their destination was Shelbyville. The traffic pattern created the crossroads at Glenarm Road and Hwy. 146.

When the Louisville, Cincinnati and Lexington Railroad came through in 1867, one of its stops was at this intersection, which at that time, was given the name of Peru. Its origins are unknown. The mail had been carried on horseback up until this time. When the station was built, the post office was located in it, people in the surrounding area came to this location to pick up their mail.

A small one-room school was located in the area and water had to be carried from a nearby spring. The area was agricultural and grape arbors were bountiful. The grapes were shipped by train to Pewee Valley. Sheep could be seen grazing in the surrounding pastures.

In 1881 the trains ran more often and more people were moving out from Louisville. The railroad built switches and a spur track at Peru for freight cars to ship grain to Louisville, and coal cars with coal were brought and weighed and loaded for customers.

The Louisville Interurban ran track from Louisville to Pewee Valley in 1901. Several of the neighbors in Peru shipped their baskets of grapes to Pewee, thus taking their business from the train.

By 1906, when the Interurban was extended to La Grange, Peru expanded and Gossett's General Store was built with wares that included flour, salt, cloth, farm tools and coal. Prior to this, people had

to travel to Brownsboro or LaGrange for goods.

Messages were sent and received by telegraph from the train depots. It seems that the name Peru and Pewee sounded so much alike that people were often confused. This spurred a movement to change the name of the station.

Mr. Telford, an Irishman, suggested Glenarm, taking "Glen," meaning meadow and "arm" from the consensus that the road going through at that time was shaped like an arm. Thus, the station changed its name to Glenarm.

On Dec. 1, 1915, the postmaster and agent for the Glenarm station, Mr. John Fox, was robbed and murdered at his desk. This incident brought national attention to the Glenarm station.

Fox's widow requested restitution for the death of her husband. The state House approved a lump sum payment of \$1,000 to the widow of John W. Fox who was killed while in the discharge of his duty as postmaster at Glenarm.

In 1924 the post office at Glenarm was closed and everyone was put on a rural route. The mail was brought from Crestwood to Glenarm. In 1927 the train no longer stopped for passengers, only for freight. The train, which had given life to the little depot, passed her by and Glenarm turned to being a peaceful agricultural area.
