

SHORT-LIVED NEW JERSEY POST OFFICES

By Arne England

New Jersey has had over 900 name-different post offices over the course of time. Of these, however, 124 were in operation for only a year or less. Another 28 operated for less than two years. Discussed and illustrated in this article are examples from three of these small, short lived post offices: STEWARTSVILLE STATION, AND MILLDALE, both of which lasted only a short time as the sole incarnation of a post office at each of those particular locations, and CUTOFF, a name which was used briefly with the re-opening of an office which had already been discontinued and re-opened once before, and which has now been in operation under various names for a good part of the last 190 years.

STEWARTSVILLE STATION (Greenwich Twp., Warren Co.)—Est. May 15, 1884 – Disc. May 24, 1886. Postmaster Henry H. Stone (previously postmaster for Stewartsville, June 1882 to May 1884). According to Snell's *History of Sussex & Warren Counties* (1881), Stewartsville had four stores in 1881, with H.H. Stone being listed as one of the proprietors. Stone's store was probably the same as shown in the immediate vicinity of the depot and freight house, and as listed under the proprietorship of D. Hulshizer on the map of Greenwich and Lopatcong Townships in Beer's 1874 Warren County Atlas (see map). The section of the Morris & Essex R.R. from Hackettstown to Phillipsburg had been opened for operation in 1866, and Stewartsville Station was one of the original depots on the line.

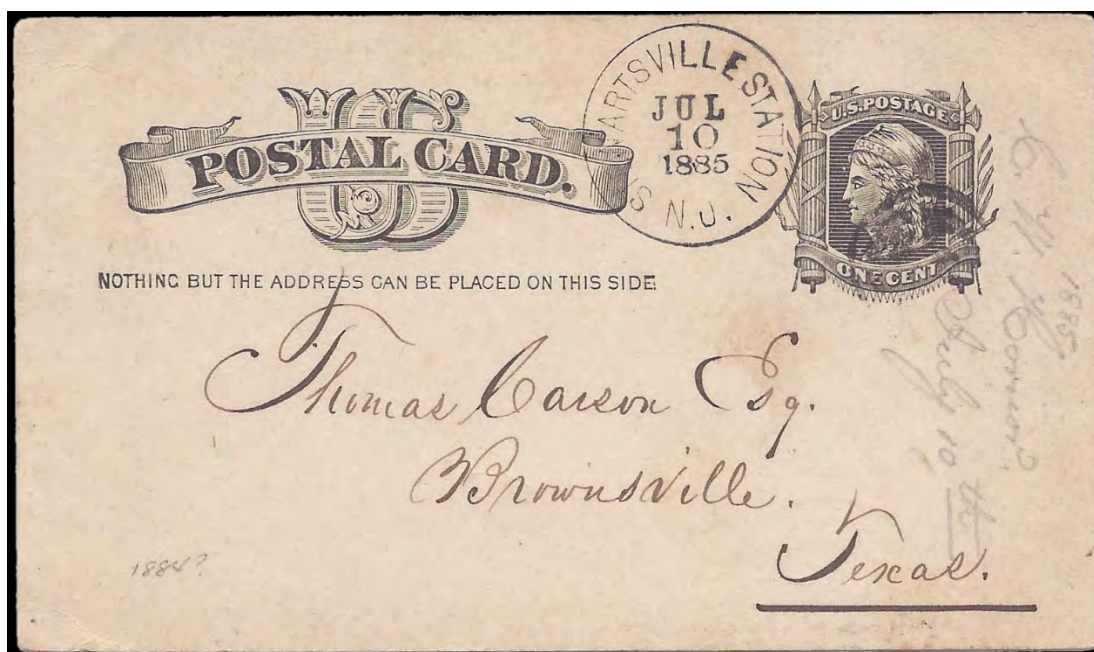


Fig. 1: Illustrated is a postal card (UX5) with a strong STEWARTSVILLE STATION, July 10, 1885 N.J. CDS. The back is datelined Stewartsville.

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Stewartsville Station was only about ½ mile northwest of Stewartsville, in the area of current Rt. 57, and it is somewhat surprising that the P.O. would have been established with the Stewartsville P.O. already in operation so close by.

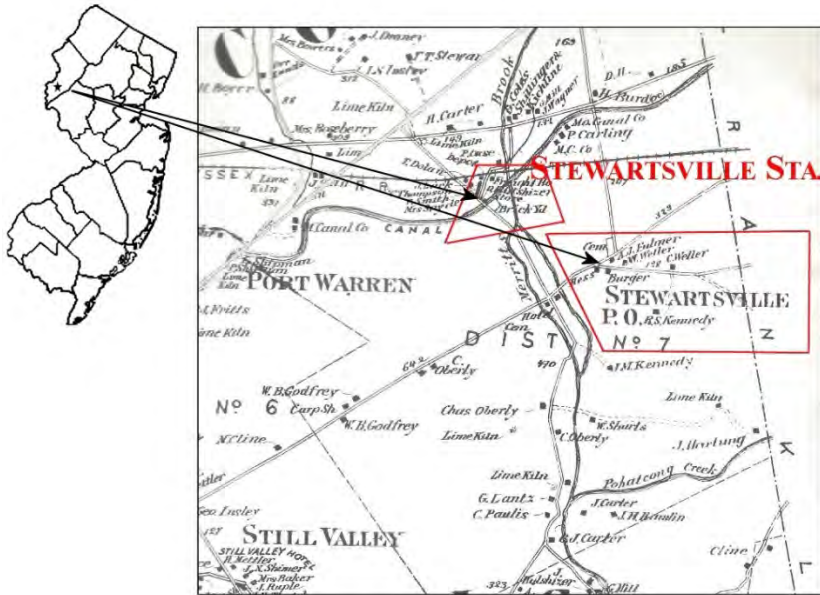


Fig. 2: 1874 Beers Map of Lopatcong and Greenwich Twp.s., showing Stewartsville and Stewartsville Station.



Fig. 3: Henry H. Stone, postmaster, Stewartsville Station.¹



Fig. 4: A ca. 1905-10 postcard view of the Stewartsville, NJ station.

Also pictured is a c.1905-10 postcard view of the Stewartsville, NJ station (or converted freight house). In Robert W. Millmore's *Railroad Stations of Northern New Jersey* (2003),² he says of the station, "Stewartsville was an original stop on the line, and until 1901 boasted a large two story station with a cross gable and center ticket bay. It was torn down in 1901 and a portion of the freight house converted to passenger use. The agent was discontinued in the 1930's, and there is nothing remaining at the site in the area along Beacon Street.

MILLDALE (Chester Twp., Morris Co.) – Est. March 3, 1893 – Disc. April 14, 1894.³
Postmaster – James Van Derveer. Located at Milltown, between Chester and German Valley (current Long Valley) across from the old Cooper Grist Mill and in the area of the Hacklebarney Iron Mines, the post office was called “Milldale”, as there was already a “Milltown” P.O. in New Jersey.



Fig. 5: Rockefeller's Store, home to the Milldale post office. The photographer apparently had some trouble both with writing backwards on the plate, and with spelling of Rockefeller.

The Milldale post office was located in the general store of John P. Rockefeller. A ca.1905-10 realphoto postcard view of the store is pictured. According to Frances Greenidge's *Chester, New Jersey, A Scrapbook of History*,⁴ “one corner of the store was ‘fenced off’ for a branch post office, and Oliver Van Fleet brought the mail on a bicycle every day from the Chester post office.”

A 2c Columbian Postal Stationery cover (U349) with a fairly strong “**MILLDALE DEC 6 1893**” N.J. CDS is illustrated below in *Figure 6*. The letter was addressed to Bedminster, N.J., and then forwarded to Peapack, N.J., where it arrived on Dec. 8. Notice the routing on the front and back of the cover. It was cancelled at Milldale on Dec. 6, arrived at Chester 7(?)pm the same day, went by train to New York, where it was cancelled at 11:30am on the 7th, went back to New Jersey, where it was received at Summit at 5pm on the 7th, left Summit at 4pm on Dec. 8, was received at Bedminster and forwarded to Peapack where it was received at 6pm on the 8th. Pretty fast and efficient!

Rockefeller's store at Milldale/Milltown burned down on Jan. 31, 1913. The Old Mill Tavern building has for many years stood on the foundation of the old store.

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Fig. 6: The Milldale postmark is dated Dec. 6, 1893, a few months before it was discontinued and mail service went to Chester. The back is shown for the circuitous route this cover took!

CUTOFF (Green Twp., Sussex Co.) – Est. March 11, 1915 – Disc. November 5, 1915. Postmaster – Floyd F. Marvin. Located a couple of miles north of the village of Tranquility, the post office, at what for a short time was called Cutoff was established originally as **Greenville** in 1824 with William Green as postmaster. As Greenville, this post office operated until 1851, at which point it was discontinued, possibly as the result of the Tranquility post office having been established in 1850.

The office was re-established in 1870 as **Lincoln, NJ**, and as such operated until 1891, when the post office here was again discontinued.



Fig. 7: Home of the Cutoff post office (and the Greendell post office) – a case of name changes.

In 1915, the P.O. was again re-established, this time as **Cutoff**, operating under this name for only 8 months. The office was most likely in the Greenville general store, shown here in a c.1910-15 postcard view. On Nov. 5, 1915, the name was changed to **Greendell**, with Floyd F. Marvin still serving as postmaster.



Fig. 8: The Cutoff postmark shown on a post card from December 1915. Although this name was officially changed on November 5, 1915 to Greendell, it seems the hammer was still around and in use in December.

The Cutoff (yes, correctly spelled with two “t”s) post office took its name from the Lackawanna Cutoff, a 28 ½ mile rail line constructed by the Delaware, Lackawanna & Western in 1908-11 at a cost of \$11,000,000. The Lackawanna Cutoff superseded the DL&W’s Warren Railroad, which had been completed by John I. Blair in 1862, thus becoming the DL&W’s new mainline. The Lackawanna Old Line, as the Warren R.R. then came to be called, was a more circuitous route, being 11 miles longer, and containing many curves and grades, as well as the two tunnels at Manunka Chunk and Oxford. The DL&W Cutoff, which saved 1/2 hour of travel across the State versus the old route,⁵ operated from 1911 to 1960, and ran from Slateford Junction by the Delaware Water Gap, thru Blairstown, and Johnsonburg, then thru Greendell and on to Port Morris in Morris County.

The old store served as a deli for about 5 years in the early 2000’s. A recent picture of it is shown.



The P.O. here is still in operation as **Greendell**, and is now located in another building across Kennedy Rd. from the old general store.

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Included below is a list of 123 N.J. Discontinued Post Offices which were in operation for 1 year or less. Does anyone else have examples of any of these small flash-in-the-pan P.O.'s which they'd like to share with us?

POST OFFICE NAME*	Co.	Yr opened	Yr closed	Yrs in service	Re-Opened	Closed	Yrs in service
RIVER BRIDGE 1808	GLO	1808	1808	1			
GREAT EGG HARBOR 1810	GLO	1810	1810	1			
GREEN BROOK 1810	MID	1810	1810	1			
HANCOCK 1811	SAL	1811	1811	1			
TRADE VALLEY 1819-1820	SUS	1819	1820	1			
PEDRICKSBURG 1822	SAL	1822	1822	1			
HELMS COVE 1826	SAL	1826	1826	1			
KLINES 1826	HUN	1826	1826	1			
TOWNSEND 1826-1827	CAP	1826	1827	1			
FRANKLIN 1827-1828	BER	1827	1828	1			
CAMPBELLS TAVERN 1828-1829	GLO	1828	1829	1			
READING POINT 1828-1829	HUN	1828	1829	1			
SCHRAALENBURGH 1828, 1851-1898	BER	1828	1828	1	1851	1898	47
HEAD OF RARITAN 1829-1830	SOM	1829	1830	1			
MANNINGTON HILL 1831-1832	SAL	1831	1832	1			
CRAVENS FERRY 1833-1834	SAL	1833	1834	1			
ABSECOMB 1836-1837	GLO	1836	1837	1			
ANCOCAS 1836	BUR	1836	1836	1			
TUCKAHOE BRIDGE 1836	CAP	1836	1836	1			
ELIZABETHTOWN POINT 1837	ESS	1837	1837	1			
MOUNT GREEN 1837-1838	HUN	1837	1838	1			
BASS RIVER LOWER BRIDGE 1840-1841	BUR	1840	1841	1			
MOUNT PROSPECT 1840-1841	BER	1840	1841	1			
WILLIAMSBURGH 1848-1849	HUN	1848	1849	1			
EATONTOWN LANDING 1850	MON	1850	1850	1			
WALKS MILLS 1850	MON	1850	1850	1			
MILL PORT 1853-1854	OCE	1853	1854	1			
GRANVILLE 1854-1855	MON	1854	1855	1			
CROWLEYVILLE 1856-1857	BUR	1856	1857	1			
ESTLOW 1856-1857	BUR	1856	1857	1			
SHOEMAKER 1856	WAR	1856	1856	1			
WOODMANSIE 1863-1864	OCE	1863	1864	1			
PENNS NECK 1864-1865	MER	1864	1865	1			
BETHEL 1868-1869	CAM	1868	1869	1			
NORTH VERNON 1868	SUS	1868	1868	1			
NORWOOD STATION 1868	PAS	1868	1868	1			
JERSEYVILLE 1869-1870	MON	1869	1870	1			
OAKFORD 1869-1870	OCE	1869	1870	1			
SAINT CLOUD 1869-1870	MON	1869	1870	1			
GREENWOOD 1870-1871	BER	1870	1871	1			
NEW BOSTON 1870	CUM	1870	1870	1			
BEAVERTOWN 1871-1872	MOR	1871	1872	1			

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PREAKNESS 1871-1872: *	PAS	1871	1872	1			
SANDY HOOK 1871-1872 1879-1880	MON	1871	1872	1	1879	1880	1
WAVERLY 1871-1872	ESS	1871	1872	1			
PETAUKET 1873	SUS	1873	1873	1			
ROCHELLE STATION 1873	BER	1873	1873	1			
ROSELYN 1873-1874	ESS	1873	1874	1			
CLYDE 1874-1875	SOM	1874	1875	1			
GEORGES ROAD 1874-1875	MID	1874	1875	1			
LACEY 1875-1876	OCE	1875	1876	1			
LATHROP 1876	MOR	1876	1876	1			
ORANGEDALE 1876	ESS	1876	1876	1			
WARRENTON 1877	WAR	1877	1877	1			
MILVALE 1878	PAS	1878	1878	1			
FENNENT 1879	MON	1879	1879	1			
OSBORN 1879	OCE	1879	1879	1			
WILBUSH 1882	ESS	1882	1882	1			
BERRYVILLE 1883-1884	OCE	1883	1884	1			
COOKSBURY 1883	HUN	1883	1883	1			
BERTRAND ISLAND 1884-1885	MOR	1884	1885	1			
OWENO 1884	BER	1884	1884	1			
STEWARTSVILLE STATION 1884	WAR	1884	1884	1			
HAWKINS 1885-1886	ATL	1885	1886	1			
HOWELLTOWN 1886-1887	MON	1886	1887	1			
HUGHSVILLE 1886-1887	WAR	1886	1887	1			
NOLANS POINT 1886-1887	MOR	1886	1887	1			
RUSTED 1888	CUM	1888	1888	1			
COMMERCIAL 1889	CUM	1889	1889	1			
OSTRANDER 1890	MID	1890	1890	1			
BERKELEY ARMS 1891	OCE	1891	1891	1			
LINGSEM 1891	BER	1891	1891	1			
CAMP LOW 1892	MON	1892	1892	1			
MOUNT RELIEF 1892-1893	BUR	1892	1893	1			
ZIONTOWN 1892-1893	GLO	1892	1893	1			
MILLDALE 1893-1894	MOR	1893	1894	1			
SPAW 1893-1894	MON	1893	1894	1			
AVENA 1894-1895	SOM	1894	1895	1			
CANISTEER 1894-1895	SUS	1894	1895	1			
VALKYRIE 1894-1895	PAS	1894	1895	1			
LAWRENCE 1897-1898	MID	1897	1898	1			
SEAHAVEN 1897	OCE	1897	1897	1			
GREENTOWN 1898	BUR	1898	1898	1			
ORION 1898-1899	PAS	1898	1899	1			
DURELLA 1900-1901	ATL	1900	1901	1			
VALETTA 1900-1901	BER	1900	1901	1			
WOODLYNNE 1900-1901	CAM	1900	1901	1			
PLAUDERVILLE 1901-1902	BER	1901	1902	1			
CHRISTIE 1902	HUD	1902	1902	1			
CULVERS 1903-1904	SUS	1903	1904	1			

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PROVINCELINE 1903-1904	MER	1903	1904	1			
HAZELTON 1904-1905	OCE	1904	1905	1			
AMBERLY 1905-1906	MON	1905	1906	1			
BENNETT 1905-1906	CAM	1905	1906	1			
NUTLEY STA.1907-1908 *	ESS	1907	1908	1			
HANOVER FARMS 1911-1912	BUR	1911	1912	1			
VIOLA 1911	ATL	1911	1911	1			
CULVERS LAKE 1914-1915	SUS	1914	1915	1			
LEONIA HEIGHTS 1914	BER	1914	1914	1			
CUTTOFF 1915	SUS	1915	1915	1			
MILITARY STA.(TRENTON) 1917	BUR	1917	1917	1			
VALLEY CLUB 1917-1918	CAM	1917	1918	1			
AMATOL 1918-1919	ATL	1918	1919	1			
BASE HOSPITAL BR 1918-1919	BUR	1918	1919	1			
BELCOVILLE 1918-1919	ATL	1918	1919	1			
HOSPITAL N03 BR(RAHWAY) 1918-1919	MID	1918	1919	1			
HOSPITAL N09 BR(LAKEWOOD)1918-1919	OCE	1918	1919	1			
RARITAN AN ARSENAL BR 1918-1919	MID	1918	1919	1			
WISSAHICKON BARRACKS BR. 1918-1919	CAP	1918	1919	1			
LAKEHURST PROVING GROUNDS 1919	OCE	1919	1919	1			
NAVY RIFLE RANGE BR 1919	ESS	1919	1919	1			
ROOSEVELT-CARTERET 1922	MID	1922	1922	1			
CEDAR PARK RUR.BR. 1924-1925	BER	1924	1925	1			
SEABROOK 1924-1925 *	CUM	1924	1925	1			
GREENWOOD FOREST 1925-1926	PAS	1925	1926	1			
WATCHUNG STA.1950	ESS	1950	1950	1			
GARDEN STATE PLAZA STA.1957-1958*	BER	1957	1958	1			
BRIDGEBORO BR 1959	BUR	1959	1959	1			
COLONIAL MANOR BR 1960-1961	GLO	1960	1961	1			
MONSANTO BR. 1961	GLO	1961	1961	1			
MURRAY HILL STA.1967	UNI	1967	1967	1			
RANDOLPH BR. 1979-1980	MOR	1979	1980	1			
LEISURE MALL BR 1980	OCE	1980	1980	1			

*From Brad Arch's list of NJ DPOs, available in our publications, or online in our [Free Online Library](#).

ENDNOTES:

¹ Cover photo of *Through the Years: Stewartville and Surrounding Areas*, Greenwich Twp Historical Society, 1986

² Millmore, Robert W. *Railroad Stations of Northern New Jersey* (2003),

³ Date from John Kay's updates to *New Jersey Postal History*, in *NJPH* Whole No. [42](#), March 1981. For other updates to Kay & Smith's book, see *NJPH* Whole Nos. [26](#) (Jan 1978) and [52](#) (Mar 1983).

⁴ Greenidge, Frances *Chester, New Jersey, A Scrapbook of History* (1974).

⁵ George Wyckoff Cummins in his 1911 *Warren County History* says "... a gain in time of half an hour will be made between New York and the West." Some of this was because of shortened distance and some because trains could move at higher speeds on the straighter route.

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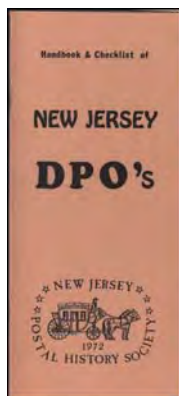
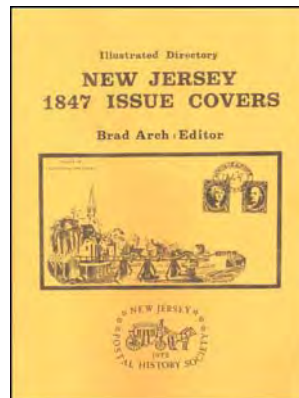
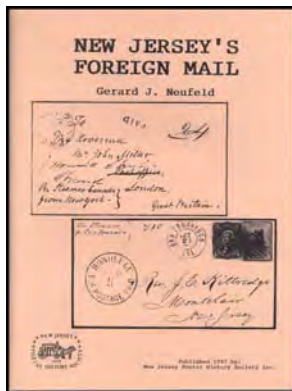
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