



# Apgar Family Association

## 2022 Newsletter

Issue 43

Spring 2022

Price \$3.00 (Free to Members)

### Come to our 45th Reunion on September 17, 2022

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#### Sept 17, 2022 — Reunion Schedule (EDT) -

- 10:00 Check-in: (Come early for coffee and pastries)
- 10:30 Genealogy Exchange / Show & Tell.
- 11:00 Welcome and Introductions.
- 11:30 Speaker "Hunterdon County Railroads" (Scott Kwiatkowski, BR&W)
- 12:15 Annual Group Photo, followed by family style lunch at the Grange.
- 2:00 Apgar History "Becoming Apgars" (Mike Apgar).
- 2:30 Apgar Jeopardy (Brerena Apgar-Kurtz).
- 3:00 Family Association Business.
- 4:00 Close & Clean-Up.

Live attendance in black;  
Live/Virtual attendance in red

For reunion updates,  
check our website at:  
[www.apgarfamily.org](http://www.apgarfamily.org)

We are busy planning our next reunion on the third Saturday in September at the **Stanton Grange Hall, 16 Grange Road, (1/4 mile East of US 31) in Stanton (South of Lebanon), Hunterdon County, NJ, 08833. See map. The Grange Hall is a tan building on the North Side of Grange Road.**

See page 3 for hotel option.

Based on enthusiastic feedback from last year's virtual reunion (see page 4), we are planning a **dual version** this year— (1) a live reunion in Lebanon and (2) a virtual version in which you can participate from anywhere on your own computer, tablet, or iPhone.

**Please complete and return the enclosed sign-up sheet** — with your payment (and/or dues) and mark which version you will attend:

(1) **Live attendance** (all day); per person fee is \$20 (\$10 for children 5-18; free under 5) **including the home style chicken luncheon; advance registration allows us to purchase enough food in advance; or**

(2) **Virtual attendance** (2 periods during the day), **no fee.** We will forward the online Zoom connection instructions when you confirm or provide your email address.

Our invited speaker will be Scott Kwiatkowski (pronounced "Quiet-cow-ski"). He will be accompanied by Terry Talucci, Customer Service Manager for Black River & Western Railroad (BR&W).

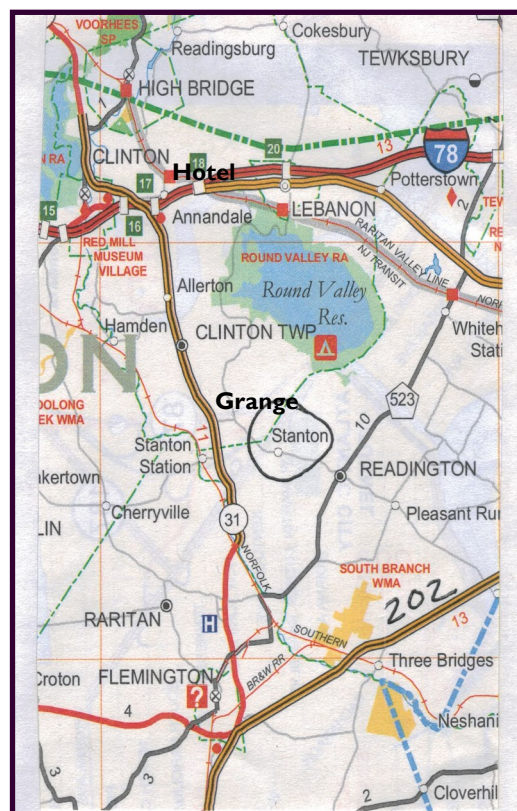
Scott Kwiatkowski recently retired after a 33-year career with Public Service Electric and Gas as a distribution supervisor. He is a lifelong fan of railroads and railroad history. He has been a volunteer for the Black River and Western Railroad for 30 years and is a past president of the volunteer organization. He and his wife live in Three Bridges and are the owners of the historic Lehigh Valley Three Bridges train station, built in 1855, which he is currently restoring. Scott also owns

two vintage locomotives, several vintage freight cars, and a caboose.

Scott will be talking about trains, N.J. Railroads, especially those in Hunterdon County, such as the BR&W, and how the advent of railroads changed our ancestors' lives.



**Scott Kwiatkowski, BR&W**



## President's Column by Mike Apgar

Greetings Apgar Family! To be sure the past few pandemic years have been physically restricting and mentally trying, but there has been plenty of ferment in thinking about our history and how it is remembered and taught.

When I was growing up in northern Hunterdon County in the late 1940s-early 1950s there seemed (in memory) to be no racial issues. It never occurred to me then, but there were no African, Hispanic, Asian or even Native Americans that I remember. In fact, I can recall a single instance when I heard adults saying there was a "colored" person in town. Naturally I envisioned someone who was blue or green and was surprised and not a little disappointed when a solitary brown man trod past in the alley behind our house! Such was a very sheltered childhood. Today we can see a variety of neighbors and—hopefully—more family members. Our family gene pool could stand some widening.

In the fourth grade I recall that we studied "Indians". Turns out that they had inhabited this land for millenia before the Pilgrims arrived. Although reportedly mostly friendly, they could go on the warpath and were somehow replaced by our European (Dutch, English and German) ancestors. Later it turns out that they didn't disappear voluntarily. It amazes me today to hear that some people believe God created North America for white people. Oops, it seems that we must be Plan B of the divine strategy!

It was comforting in researching 'Apgars in the Civil War' to find that more than 150 of our family members fought for



the Union. None for the Confederacy. It might be assumed that they fought to free the slaves, which was the major cause of the Confederate rebellion. However, it turned out that several men whose letters survived were not motivated—or willing to fight—to abolish slavery. Oh well...that's reality. Nonetheless one could take pride that our family was on the "right" side in the biggest cataclysm in our nation's history.

With this smugness in mind, I can't tell you how shocked I was several years ago to learn that the Apgar Homestead had been occupied by several African American slaves. Herbert Apgar, eldest son of our family patriarch Fritz Eggert, who had inherited (if not built) the Homestead referred to the property as "my plantation" in his will dated 1800. The will provided "that my Negro woman Jane, provided that she faithfully serve my wife during her lifetime, be immediately after her (his wife's)

death be freed from slavery, it being my desire that she not be kept in slavery by my heirs. My little Negro boy Dick to be the property of my sons Paul and Herbert, I having sold him to them". Oh Lordy! There's nothing like a big serving of humble pie for immature self-righteousness!

None of these unsavory facts should make us, their descendants ashamed. But being taught that that our ancestors' lives were never completely pure and simple should help us appreciate the past and learn from it. History can only help us confront life if we understand what really happened. The truth should only help encourage us to do better today. Welcome to the present! ...and see you in September. --Mike

## Dave Rich, AFA Treasurer by Mike Apgar

This year we are sorry to report that Dave Rich, AFA's diligent Treasurer for the past two decades, was unable to generate his annual Treasurer's Report. We anticipate providing his report at the annual reunion and meeting in September.

Last February, while walking his dog across some icy pavement, Dave fell and hit his head on the pavement. He experienced some adverse effects in May, when doctors discovered a brain bleed and performed emergency surgery on

him. Dave came through with impairment to his speech and inability to walk.

According to Dave's partner Ellen Bergman, Dave doggedly asked her for AFA's financial account to prepare his annual report! He will undergo extensive speech and physical rehabilitation this summer. Please join us with your thoughts and prayers; in the meantime, AFA'S assets are secure. We offer out prayers for Dave and Ellen for his quick recovery.

### Note to Members – Please Resume Your Membership!

We are mailing this newsletter to all family members on our mailing list, regardless of their paid or non-paid status due to the flu pandemic. Unfortunately, our income has been shrinking while costs have been rising. In fact, printing and distributing the annual Newsletter now costs more than \$2,000 (double the cost of only a few years ago).

Please rejoin and support the AFA, which will guarantee a printed copy of the Newsletter being mailed to you next year. In order to support the Apgar Family, that has been having Reunions since 1912, we need your dues—and any extra donations placed in the provided AFA envelope along with the Dues/Reunion Participation Form. Thank you for your continued patronage.



## Hotel Option — September 15-19, 2022 — Marriott Courtyard

Carol Kinnaird has again negotiated a significant group discount for any night between September 15 and 19 for \$142 (one bed) or \$152 (2 beds) [plus tax] per night. Call the hotel directly at (908) 236-8500 or Marriott Reservations at (800) 321-2211 and request the **Apgar Family Association Room Block** discount. Cut-off date to reserve at this rate is August 18 as the room block expires after that date. This is the closest hotel to the Grange Hall and is just off route 78 at the Cokesbury exit at 300 Corporate Drive, Lebanon. See map on page 1.

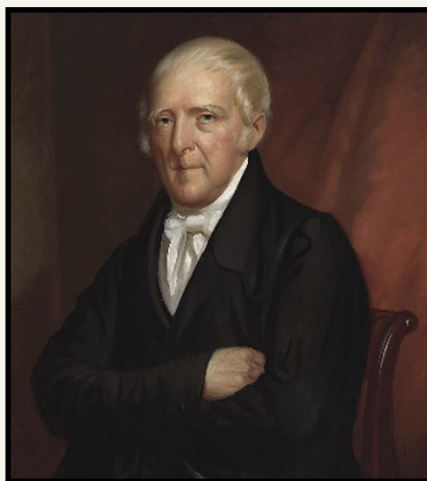
Carol advises, besides eating at the hotel, there are reasonably-priced eating establishments off of route 22 (just South of 78) both east (Spinning Wheel Diner) and west (Chinese) of the hotel.



## Railroads – A New Jersey First - Thanks to Hunterdon County Landowner John Stevens III

by Lynn Conley, Genealogist

Railroads in the USA were started in New Jersey by **John Stevens, III** (June 26, 1749-March 6, 1838) who was an American lawyer, engineer, and inventor who constructed the first U.S. steam locomotive, first steam-powered ferry, and first U.S. commercial ferry service from his estate in Hoboken. He was the son of **John Stevens Jr.** (Oct 16, 1716-May 10, 1792) who was a prominent colonial American landowner, merchant, and politician. He was a large landowner in the counties of Hunterdon, Union, and Somerset, and he owned a copper mine at Rocky Hill. In 1776, under the state's first Constitution, Stevens was elected Vice-President of Council of New Jersey, holding the office of chairman of the joint meetings of the legislature until 1782, representing Hunterdon County.



**John Stevens III — Railroad Pioneer**

John Stevens III, had wealth and influence thanks to his father, which permitted him to attend King's College, where he studied law and was admitted to the New York City Bar in 1771. In 1776, at age 27, he was appointed a captain in Washington's army in the Revolutionary War. During the War, he was promoted to colonel and became Treasurer of New Jersey, serving from 1776 to 1779.

On May 1, 1784, at a public auction, Col. Stevens bought Bayard's old farm, a piece of land which had been confiscated from a Tory landowner. Stevens settled on the name Hoboken, a closer approximation to the Lenape word for the area, as Bayard's Farm had been known as Hoebeck. Stevens built his estate at Castle Point, on land that would later become the site of **Stevens Institute of Technology**.

In 1811, Stevens applied to the New Jersey legislature for a charter to build and operate a railroad in that state, which he finally received in 1815. The railroad would be a common-carriage railroad from Trenton, on the Delaware River, to New Brunswick, at the head of tidal navigation on Raritan Bay. After learning of a proposal in New York state to build a canal linking the Hudson River with Lake Erie, he pub-

lished a pamphlet in 1812 arguing for the superiority of "Steam Carriages" over canals. This was the first publication in the United States devoted to railroading which has been called the "birth certificate" of all railroads in the United States.

Stevens had difficulty in obtaining financial backing for his chartered railroad in New Jersey, since many thought railroads were impractical and untried. To show train's usefulness, in 1825 Stevens built and operated a miniature steam-powered railway on a circular track on the grounds of his estate in Hoboken. This "steam wagon" was the first locomotive to run on rails in the U.S. It weighed 2.5 tons and had a cylinder with a 5" bore and 12" stroke. This was the very first steam locomotive in the United States and earned its inventor the title of *Father of American Railroads*. His

plans for the New Jersey Railroad Company never came to fruition, though he was able to use the 1815 charter in 1830 to create

the Camden and Amboy Railroad and Transportation Company with his son Robert and other partners.

America had its first intercity railroad in 1830, the Baltimore and Ohio, or B&O. It was a short 13 miles and connected Baltimore to what is now Ellicott City, Maryland.



**1825— Stevens' Steam Wagon**

**Continued on page 5**

## Apgars Attend First Virtual Reunion and Annual Meeting Last Year

On **Saturday, October 2, 2021**, your association organized our first virtual reunion using Zoom computer meeting technology. Deemed a success, this first-time experiment attracted forty members and ran over its planned one-hour time schedule. The attendees responded to an earlier email announcement sent to the full membership for whom we have email addresses on file.

An obvious, but surprising, observation from this meeting is that many more members from far-away states were able to virtually attend, as confirmed here with state identifiers as relevant. Less than one-third of the attendees represented New Jersey.

**President Mike Apgar** (Delaware) opened the meeting with an introduction of each participating officer and trustee and later invited every attending member to introduce him or herself. For some, this was their first reunion. Mike recognized member Gary Apgar (New Jersey) who had suggested the idea of a one-hour virtual reunion several weeks ago, to replace our earlier-cancelled meeting. You might remember that we had initially planned for a virtual 2021 reunion but switched to a live reunion - but then had to cancel that at the last minute.

**Member Chris Apgar** (Minnesota) acted as moderator and technical guru during the hour and a half meeting.

**Newsletter Editor, Hank Apgar** (California), described the heritage and content of our annual newsletter, including the first issue in 1981. A review of recent articles highlighted family histories, genealogy research techniques, book reviews, ties with our German homeland, family births

and marriages, and our Cokesbury heritage. He also cited last newsletter's 'call to arms' which encouraged members to vote in the successful election of Dr. Virginia to the New Jersey Hall of Fame.

**Historian Judy Beck** (New Jersey) described her annual 'Historical Happenings' newsletter column and reminded members to contact her with news on family births, marriages, and deaths.

Special reunion attendees were honored, in the same fashion as we do at the in-person meetings, including the following, all of whom received Amazon gift certificates:

- Oldest Male – Olin (Uncle Olie) (Illinois)– 97 years
- Oldest Female – Charlotte Kelly (Virginia)– age not recorded
- Longest Married – Bill and Lee Furst (Kentucky) – 61 years
- Most children – Geoff and Patricia Apgar (Illinois) – 6 children

**President Mike Apgar** closed the meeting with a comprehensive survey of the (approximately) 150 Apgars who served (North and South, officer and enlisted) in the American Civil War, representing 11 states. One serving example was Pvt Milo Apgar, who served in the Minnesota Eagle Brigade (9<sup>th</sup> MN Infantry; they carried a gold eagle into battle atop their flagpole), who survived the war, became a Southern carpet bagger, and later went on to establish the town of Apgar, Montana. Seventy serving Apgars subsequently applied for disability pensions.





## Fatal Wreck on the Lehigh Valley Roadroad - March 14, 1888

Story about Theodore Risler Apgar\*, quoted from the front page of "The Republican", Flemington, N J. on March 22, 1888; submitted by Carol Kinnaird, Vice President



"The snow commenced on Sunday night with a gale wind. The Lehigh Valley Branch train made the first trip to Flemington Junction and back to Easton. The train then went over the track again on Tuesday afternoon and was stuck in a snow-bank near the Junction. No more trains went on that line

until Wednesday after noon.

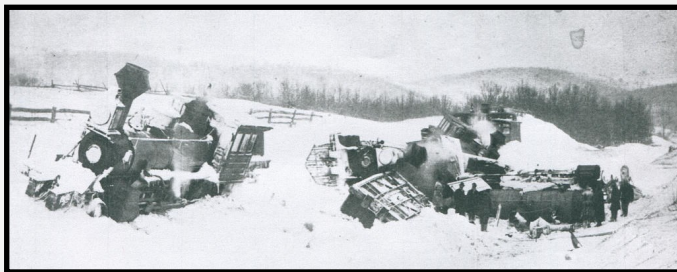
Wednesday afternoon, about three o'clock, a terrible accident occurred on the Lehigh Valley Railroad, about two miles east of Three Bridges. Three men lost their lives, a number were injured, and a large amount of property was destroyed.

On Wednesday morning, a large number of the officers and employees of the Lehigh Valley Railroad left Easton with three engines and two cars to open the road through New Jersey. Three Bridges was reached without any mishaps, and here the train stopped a few minutes. Inquiries were made of a trackman and a lineman as to the condition of the road. They informed the trainmen that the drifts were no worse than they had already encountered, and so the train resumed its journey.

All went well until they reached a point about two miles east of Three Bridges. The scene of the disaster was in a deep cut, where the road makes a short curve. Here the

snow had become banked on the westbound track to the top of the cut. On the eastbound track, on which the train was running, the snow covered the rail. The train was running at a rapid rate. In turning the curve in the cut, the snow being uneven, it threw the pressure on one rail, causing it to spread, and three engines left the track."

The first engine turned on its side in the ditch, the second plunged under it, and also turned over. The third followed the second, although not so badly wrecked as the first two. The train consisted of 3 engines. Two engines were drawing two cars in which were about two hundred men, brought along to shovel snow. The third engine at the rear, brought along to push the train, reversed at the last minute, helping to prevent cars ahead from being crushed and saving many lives."



\* Theodore Apgar, 7.4.7.8 - aged 38 years, engineer on 151 the lead engine, died instantly under the first overturned engine. He lived in South Easton and left a wife and three children. He was a son of George A. Apgar of Lebanon, Hunterdon County and was buried in the Greenwich Presbyterian Church Cemetery, Bethlehem Township, N. J.

### Continuation of article starting on page 3 - "Railroads — a New Jersey First"

Within 20 years, the industry was booming and America had over 9,000 miles of operation. In late January 1831, the Paterson and Hudson River Railroad Company was incorporated with a capital of two hundred and fifty thousand dollars. In its charter it was provided that the road must commence or pass within fifty feet of the intersection of Congress and Mill Streets, Paterson, thence to Weehawken, terminating at any suitable point upon the Hudson opposite the City of New York.

Also, beginning in 1831, was the Elizabethtown and Somerville Railroad Company, which was chartered upon the 9th of February. The road was to pass as near as practicable to Bound Brook, Plainfield, Scotch Plains, and Westfield. In 1833 legislative authority was given to extend the road from Somerville by way of Clinton to Belvidere, and to construct a branch, if necessary, its western terminal being a point between the mouth of the Musconetcong and Phillipsburg. From these railroads came the Central New Jersey.

The Jersey Central's earliest ancestry comprised two notable systems; the Elizabethtown & Somerville, incorporated on February 9, 1831, and the Somerville & Easton, incorporated in 1847. The Central Railroad of New Jersey has gone by a number of different names from CNJ to Jersey Central, and the aforementioned moniker. Regardless of its many titles the CNJ was a New Jersey institution although it was only regional in operation and, at its peak, just 711 miles in length. The Jersey Central served much of its home state along with

northwestern Pennsylvania, including Easton, Bethlehem, and Wilkes-Barre.

In 1854, the Black River & Western railroad began when the Flemington Transportation Company built the line from Flemington south to Lambertville where it met the Pennsylvania Railroad. Eventually, the companies merged. As the Flemington line grew, the Jersey Central Railroad made tracks into Flemington from Somerville. The historic marker that denotes the meeting of these two giant railroads is still implanted in the ground.

Railroads thus changed our ancestors' lives. With the advent of railroads, the Garden State's small farms, as early as 1838, became commercial entities by bringing agricultural products to new markets. In the 1840's "peach trains" were established that were dedicated to the shipment of the luscious fruit from Hunterdon County. Special train cars were designed to facilitate the transportation of the perishable crop. Railroad in New Jersey changed people's perceptions about time, space and their relationships with each other. Trains had augmented and strengthened our ancestors lives by transporting both passengers and goods farther and quicker than had ever been realized. New land and opportunities were now accessible to our Hunterdon families, thanks to the "Father of Railroads", John Stevens III.

## HISTORICAL HAPPENINGS 2022

By Judy Beck, Historian; judithbeck0612@gmail.com; 908-823-0413



Please forward marriages, births, deaths and noteworthy events to Judy; new and updated information is helpful. Due to new ways to communicate (social media), newspaper obituaries aren't utilized as frequently as in the past – so your assistance in keeping us informed will be even more appreciated than ever; and important to our recordkeeping. Further, should you know something about a person listed as "unknown" below, it would be great to hear from you.

### DEATHS:

**APGAR**, Carol Jean Pence (w/o 3.11.2.6.1.6.1., Earl W), 77, died 11/22/21. Res: College Station, TX  
**APGAR**, Charles Emory III (10.14.4.3.2.1.), 87, died 11/18/21. Res: Wolfeboro, NH  
**APGAR**, Darren (unknown line; s/o Kenneth Sr), 51, died 4/14/22. Res: Monticello, KY  
**APGAR**, Doris Marilyn Scheick (w/o 6.2.2.2.2.1.3.2., Edward G), 87, died 7/04/21. Res: Whitehouse Station, NJ  
**APGAR**, Drew C, MD (3.7.7.2.7.5.1.1.), 70, died 9/25/20. Res: Huntington, WV  
**APGAR**, Elaine L (unknown line, w/o Donald L), 86, died 2/09/22. Res: S Whitehall Twp, PA  
**APGAR**, Francis "Frank" J (9.6.2.10.5.1.), 98, died 7/29/21. Res: Hopewell, NJ  
**APGAR**, Glenn W (Frederick Line), 91, died 6/12/21. Res: Allentown, PA  
**APGAR**, Jonathan W, III (7.3.5.1.4.5.3.), 75, died 3/20/22. Res: Toledo, OH  
**APGAR**, Joy K (likely Conrad Line), 57, died 1/07/22. Res: Springboro, OH  
**APGAR**, Lorraine St. Louis (w/o 3.7.1.9.5.1., Arnold), 89, died 7/31/21. Res: Fishersville, VA  
**APGAR**, Nancy Stapleton (w/o 1.2.11.13.1.1.1., Horace V), 74, died 8/10/02. Res: Oklahoma City, OK  
**APGAR**, Richard P (9.11.6.2.1.3.), 72, died 9/14/21. Res: Moncks Corner, SC  
**APGAR**, Richard W, Sr (s/o 5.7.7.3.3.2., Herbert L), 76, died 11/22/21. Res: Mooresville, NC  
**APGAR**, Todd M (s/o 1.8.7.1.2.1.3.4.1., Harry L), 34, died 9/14/21. Res: Gonzales, LA  
**APGAR**, Susan E Heilman (unknown line; w/o Jeff), 46, died 11/04/21. Res: West Creek, NJ  
**APKER**, Caroline Foth (w/o 10.1.1.2.3.3.1., David), 83, died 6/04/21. Res: Oconomowoc, WI  
**APKER**, Rev David (10.1.1.2.3.3.1.), 75, died 11/14/2009. Res: Oconomowoc, WI

**CAMPBELL**, Mariellen (unknown line; d/o Lois Apgar Weathers), 86, died 6/07/21. Res: LaPlata, MO

**CARR**, Harriet "Peg" Watters (1.2.3.6.5.2.1.1.), 99, died 12/23/21. Res: Clinton Twp, NJ

**CONOVER**, Doris A

(6.4.3.6.9.3.1., d/o Jemima Apgar), 82, died 6/06/21. Res: Allentown, PA

**DAINS**, Phyllis Apgar (7.13.1.1.3.3.1.1.), 79, died 11/04/21. Res: Homer, NY

**FARLEY**, Joseph S (3.7.11.1.2.3.2.), 81, died 1/21/22. Res: Easton, PA

**FRANK**, Ruth Bradford (descendent of 7.12., Isaac Apgar), 90, died 3/18/22. Res: Racine, OH

**HACHTMANN**, Barbara Egerter (4.1.2.2.5.2.8.1.), 81, died 3/02/22. Res: Easton, PA

**HACHTMANN**, John W (h/o 4.1.2.2.5.2.8.1.), 81, died 7/04/21. Res: Palmer Twp, PA

**HOGAN**, James D (s/o 1.5.3.1.2.2.2., Elizabeth Apgar), 81, died 11/25/21. Res: Aurora, OH

**HOUSMAN**, Jody Lyn (3.5.3.1.3.3.4.2.), 63, died 10/13/21. Res: Malden, MA

**JONES**, Helen Apgar (6.4.3.6.6.1.3.), 82, died 7/10/19. Res: Lebanon Twp, NJ

**LEHR**, Sharon Lee Smith (9.5.9.6.1.2.1.), 78, died 1/22/22. Res: Easton, PA

**McCATHARN**, William G (6.4.3.4.5.6.1.), 90, died 11/28/21. Res: Asylum Twp, PA

**McDOWELL**, Doris Sutton (1.8.8.5.1.3.), 97, died 8/06/21. Res: Bath, NY

**NOWAK**, Carol Ann Apgar (1.8.7.1.2.1.3.2.), 77, died 8/29/2016. Res: Hiawassee, GA

**ROSS**, David A (3.5.10.2.1.2.1.1.), 56, died 10/23/2010. Res: Hilton Head Island, SC

**ROSS**, Dorothy Apgar (3.5.10.2.1.2.1.), 90, died 3/21/22. Res: Carlisle, PA

**SISSER**, Fred III (4.1.2.5.2.7.3.1, s/o Virginia Hoffman), 82, died 4/05/22. Res: Brick, NJ

**VALA**, Jennifer Louise Apgar (3.7.7.2.7.5.1.1.), 45, died 2/19/2017. Res: Atlanta, GA

**O'CONNELL**, Patrick M (unknown line, h/o Denise Apgar), 69, died 7/30/21. Res: Mokena, IL

**WEBB**, Ruth Louise Hoffman Bauer (1.2.3.1.3.7.2.2.), 93, died 7/24/21. Res: Somerville, NJ

**Note:** The following abbreviations are used in reporting historical happenings: d/o-daughter of; h/o-husband of; s/o-son of; w/o-wife of

## Directory of Association Officers and Trustees (2022)

### Current Officers / Trustees

(showing years as officer or trustee)

**Mike Apgar** (Trustee, President ,  
Genealogist)  
114 S. Fairfield Dr., Dover, DE 19901  
(302) 698-1865  
maapgar@comcast.net  
(1998-2022)

**Henry Apgar** (Trustee, Newsletter)  
776 Silver Cloud St.,  
Thousand Oaks, CA 91360  
(805) 402-4132  
hapgar@frontier.com  
(1999-2022)

**Lynn Conley** (Trustee, Genealogist)  
51 High St., E. Rutherford, NJ 07073  
(201) 460-9202  
comet1996@aol.com  
(2002-2022)

**David Rich** (Trustee, Treasurer)  
238 Street Road, Apt H-102  
Southampton, PA 18966  
(215) 354-0806  
davidarich@live.com  
(2003-2022)

**Debbie Apgar** (Trustee,  
Corresponding Secretary)  
416 Runyon Ave, Middlesex, NJ 08806  
(732) 968-3065  
njgirl1045@yahoo.com  
(2003-2022)

**Carol Kinnaird** (Trustee, Vice  
President)  
216 Crest Lake Dr., Hoover, AL 35244  
carolkinnaird@gmail.com  
(2018-2022)

**Lois Pfeiffer** (Trustee)  
343 Lincoln St., Phillipsburg, NJ 08865  
scrapbook@joimail.com  
(2010-2022)

**Mary Carpenter** (Webmaster )  
marycarp@optonline.net  
(2006-2022)

**Judy Beck** (Historian)  
3 Fernwood Ct.,  
Whitehouse Station, NJ 08889  
(908) 823-0413  
judithbeck0612@gmail.com  
(2001-2022)

**John C. Apgar III** (Trustee)  
396 Market St., Highspire, PA 17034  
jpjn@apgar.co  
(2019- 2022 )

**Joseph Fabian** (Trustee)  
220 Westover Dr., Cherry Hill, NJ  
08034  
fabianjcal@aol.com  
(2019- 2022)

**Margaret Kelly** (Trustee)  
1090 Red Leaf Dr,  
Christianburg, VA 24073  
marnkelly@aol.com  
(2019- 2022)

**Idaleen Hasenauer** (Trustee)  
6945 Ferry Rd, New Hope, PA  
idaleanh@gmail.com  
(2019-2022)

**Breena Apgar-Kurtz** (Facebook  
Administratoor)  
**3733 E. 16th Ave.**  
Anchorage, AK 99508  
(2021-2022)

**Chris Apgar** (Zoom Administrator)  
457 7th St., West, Unit 2  
St Paul, MN 55102  
(2021-2022)

### Deceased Trustees

Barbara Apgar (1929-2001)  
Dorothy Apgar (1923-2005)  
George M. Apgar Sr. (1921-2004)  
Helen Apgar (unknown-2010)  
Henry E. Apgar Sr. (1907-1998)  
Phyllis Apgar (1928-2009)  
Richard Apgar (1986-1990)  
Robert O. Apgar (1919-1995)  
Ronald F. Apgar (1940-1998)  
Ruth Apgar (1915-2008)  
Reba Bloom (1913-2009)  
Judy Hankinson (1948-2019)  
Jeanette Lesinski (1944 - 2019)  
Robert Mettler (1943-2020)  
Louanna Rich (1946-2010)

### Former Trustees (Living)

(showing years as officer or trustee)

Cassie Apgar (1999-2002)  
Chris Apgar (1999-2003)  
George Apgar Jr. (1986-2018)  
Howard Apgar (1999-2004)  
John S. Apgar (1997-1998)  
Laurence D. Apgar (1999)  
Mary Apgar (1988-1997)  
Robert Apgar (2012-2017)  
Wayne Apgar (1988-1995)  
Judy Beck (2001-2005)  
Lisa Berman (2015-2016)  
Mary Carpenter (2006-2017)  
Dolorita Cronk (2006-2007)  
Lois Dege (2001-2004)  
Wayne Dilts (1994-2003)  
Roger Flartey (2003-2009)  
Mary Reilly (2015-2017)  
Wendy Rumhill (2006-2008)  
John W. Shuster, Jr. (1990-1996)  
Karen Prince-Steinberg 2002-2017)  
Al Tiger (1986-1997)  
Stephen Tiger (1997-1999)  
Brenda Zimmerman (1991-1997)

**NEXT YEAR'S REUNION:  
SEPTEMBER 16, 2023**



## On-Line Family Trees-The Good and The Bad by Megan Krainski

As more and more genealogy can be found on-line, thanks to genealogical data-bases, we are tempted to fit the new information into our family trees. However, how do we know if the data found in these trees is correct? Defensible data must be backed up by primary documents. Much of the incorrect data found on-line can usually be ascribed to mediocre research habits. Habits such as improperly or not-sourced data, record mismatches, or impossibilities of the data. Some people invent false tree branches to have famous or wealthy people as ancestors.

### 1. Make Sure the Ancestor is a Match

Determine whether the match is a reasonable fit. Consider any discrepancies in name, age/birth dates and places. You can expect some variances (particularly in surname spelling) but take pause if you find radically different names, birth dates that vary by more than a couple of years or far-flung locations. Use historical maps or gazetteers to see how far apart places are.

### 2. Resist the Urge to Auto-Add Information

Instead of accepting family tree information out of hand, first consider how it lines up with what you already know. What specific new details is this other tree introducing to yours? Does the other tree add information about life events or suggest a variation on events you've already documented? Timelines can be helpful here allowing you to visualize your ancestors known life activities before trying to incorporate new information.

### 3. Rule out Impossibilities

Look out for any facts that don't make sense; for example children being born before their parents, ancestors living in two places at once, or mothers giving birth at too young or too old an age.

### 4. Look for Citations

Look to see what (if any) sources the other user has attached to each fact. Having no citation is a clear sign you need to do more research, but you should also be wary if the user only cites other family trees. Fortunately, hints on others user family trees usually indicate how many sources are attached to the profile. With that being said, prioritize quality or quantity. Some sources are more reliable than others, based on how and when they were created. Original records (or scans of them) are generally the most reliable, followed by record transcriptions, then published indexes.

### 5. Review Linked Sources

If the profile has attached sources look them over yourself to see if they provide the information the other user says they do. You may find that the other user drew the wrong conclusions. You might even realize the record isn't right for the person at all. Viewing images of original documents is best, as a scan of them might reveal information that was not transcribed or indexed. Records created closer in time to an event are more likely to be accurate, as are records that were informed by first-hand witnesses. Census are an infamous example: They were usually created via testimony from just one person in each household and that person may have had imperfect knowledge about the rest of the family.

### 6. Make a Decision

Determine if the linked sources create a strong enough argument for the information in the person's tree. You should only attach details that you are able to verify, disregard any details that you can't. If you do add information to your own tree consider attaching the source itself rather than the profile.

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