

ACCIDENTS

APRIL 29, 1909 (WP)

The first real wreck on the Waterford division of the electric line occurred at Wind Lake near Ernest Petzold's place Monday night. An engine crashed into an electrician car standing on the siding. The car was one used in stringing the wires and doing overhead service. It was wrecked badly yet fortunately no one was hurt.

NOVEMBER 25, 1909 (WP)

At Burlington last Friday occurred a railway accident which caused no particular damage but was very remarkable because one just like it very seldom happens. A freight car on the Soo line jumped the track and bumped along on the ties a distance of five hundred feet until it struck the crossing of the electric railway line when it jumped back on the rails of the steam road as if nothing had happened. In fact, the train crew was unaware of the accident until some time after it occurred.

OCTOBER 1911 (WP)

The first fatal accident to occur on the Burlington-Waterford line of the Milwaukee Electric Interurban system happened last Sunday evening at this village when Henry Kortendick, Jr., was ground under the wheels of an electric car and died from his injuries a few hours later in a Milwaukee hospital. Both legs were crushed and nearly severed close to his body besides suffering internal injuries. It appears that he boarded the train consisting of a motor car and two trailers. He was in the forward car and attempted, after the train started, to change to one of the trailers in order to join some friends he wished to see. In doing so he either jumped against or was struck by a line pole and thrown headlong under the trailer with the horrible result as above stated. Almost instantly the accident was discovered and the train stopped. Jack screws were necessary to lift the car from the young man, who talked to the men while the task was being done. A physician and Father Albers were summoned and the train rushed towards the city. It was met half way by a hospital car and a transfer made. The poor boy was fully conscious up to a few minutes before death. He bore his sufferings uncomplainingly and calmly prepared for the end. Fortified by the last rites of his faith he gave directions as to his life insurance and other temporal affairs and when told he must die calmly said: "I expected that." His parents were at his bedside when the end came. Need it be added it was a pitiful leave-taking.

Deceased was the oldest son of George Kortendick aged 22 years and grew to manhood on his father's farm. Within the last year he entered the employ of his uncle to learn the butcher's trade. He was quick, active and industrious. Of a pleasant disposition he made many friends and his sad death cast a pall of sorrow over the community.

The remains were brought by special car from Milwaukee on Monday and the funeral held at the St. Thomas Catholic church on Wednesday was one of the largest ever witnessed in this community.

CARD OF THANKS--The bereaved parents, brothers and sisters desire through the POST to give public expression of thanks to all who gave assistance and offered such kind sympathy in their great sorrow and sincerely hope none may ever be called upon to meet a similar affliction.

OCTOBER 6, 1911 (SD)

Henry Kortendick, a well known young man of Waterford, was run over by the 6:10 Milwaukee bound electric car at Waterford Sunday evening and died a few hours later at Trinity hospital in Milwaukee from his injuries.

The regular car took on a trailer at Waterford. Mr. Kortendick was in the leading car and just as the car gained headway several of the young men decided to get into the trailer. Kortendick was the first to jump off to catch the rear car. He noticed the other fellows were not coming, so he again jumped to the ground and endeavored to catch the leading car. By this time the train was going at a fair rate of speed and in his endeavor to catch the first car he ran into one of the poles at the side of the track and was thrown under the car. The car passed over his body severing both legs close to the trunk and badly crushing one hip.

The car was stopped immediately and Conductor I.C. Harding, with the aid of passengers, did everything possible to assist him. Dr. F. Malone was summoned, but Kortendick was weak from the loss of blood and no hope could be given. Rev. Albers, of St. Thomas' Catholic church, was called, and Kortendick with Rev. Albers and Dr. Malone were rushed to Milwaukee and he was taken to Trinity hospital. Here everything within human power was done, but he passed into the great beyond shortly before 11 o'clock. Mr. Kortendick remained conscious nearly to the last and at the scene of the accident talked with friends.

He was twenty-two years old and a son of Mr. and Mrs. George Kortendick, residing just east of Waterford. For some time he had been employed in the Wm. Kortendick meat market in that village. He was a hustling young man, deservedly popular and will be greatly missed by a large circle of friends.

His remains were taken to Waterford, where funeral services were held from the Catholic church Wednesday morning.

OCTOBER 14, 1911 (WP)

TO WHOM IT MAY CONCERN: In July last my son, Henry Kortendick, insured at Waterford in the Time Insurance Company. On October 1, he was killed by electric car at Waterford, and on October 14th, the Time Insurance Co. sent me draft for face of policy (\$350) without waiting for copy of coroner's inquest.

This company have treated me right, paid the claim promptly without requiring a lot of affidavits. I am well satisfied that T.I.C. will treat all claims as fairly. Yours very truly,
ELIZABETH KORTENDICK, Beneficiary.

NOVEMBER 4, 1915 (WP)

Wm. Tess, a lineman employed by T.M.E.R.&L. Co. was shot in the leg by a rifle bullet while on a utility car about a mile north of this village late Friday afternoon. The work train was speeding north towards St. Martin's when it happened. The young man was rushed to Milwaukee for treatment. The rifle ball was a 22 calibre and supposed to be shot by some careless boy or hunter. The sheriff's office is investigating.

OCTOBER 14, 1920 (SD)

Lake Geneva News Oct. 8: The burning of a T.M.E.R.&L. Co. auto bus made a huge blaze Monday night on Broad street. It was only subdued after the Lake Geneva fire department had smothered the fire with water.

Fred Brellenthin was driving the bus from Burlington, where he had met the 8 o'clock car. He carried one passenger. As he neared the Denison hotel he speeded up his engine slightly and a large burst of flames shot up in front of him and all over him. Quickly moving out of the way, he escaped being burned.

Next Brellenthin tried the fire extinguisher carried on the car but found it empty. Then he phoned in an alarm. The department responded promptly and turned on the chemical but it did not have any effect on the flames, which let up Broad street for blocks. Water finally

did the work.

The bus had recently been overhauled and the driver had noticed that it was acting badly on the trip from Burlington. It is believed that a leaky gasoline connection caused the blaze. The auto was practically destroyed by the fire. The interior was completely burnt out and the whole machine will have to be rebuilt. It was towed to Burlington on Tuesday.

NOVEMBER 11, 1921 (SD)

Mr. and Mrs. Ben Schaub and Clarence White, of Honey Creek, received numerous cuts and bruises and their automobile was wrecked, when they ran into the interurban car on Second street last Thursday afternoon.

Mr. White was driving his car, coming into Burlington. He was making good time and a string of freight cars on the side track at T.M.E.R. & L. Co. freight house prevented him from seeing the outgoing electric car in time to stop his car on the down grade just before reaching the tracks.

Motorman George Taylor saw the approaching auto, and believing he could avoid a collision by getting over the crossing, speeded up his car. But he misjudged the speed of the auto and the machine crashed into the street car at the rear wheels. The auto remained upright but the occupants received a severe jolt. They were taken to the office of Dr. F.F. Newell, their injuries dressed and they were able to go to their homes the same afternoon.

MARCH 16, 1922 (SP)

Last Friday afternoon when the two o'clock interurban car was coming from Milwaukee it jumped the track at the Soo line crossing at the foot of Geneva street. The truck turned almost around under the car and both tracks were blocked for a time. After several hours of work the interurban car was placed on the track. A defective frog at the crossing is thought to have caused the accident.

JULY 7, 1922 (FP)

John and Henry Kempken and Theodore Linneman, Jr. of Waterford, were killed when an auto in which they were riding was hit by the East Troy-Milwaukee interurban car near St. Martin's last Sunday afternoon.

The men had spent the forenoon assisting Waterford citizens in preparing the grounds for the Fourth of July celebration. After dinner they decided to go to Hale's Corners to the base ball game, making the trip in Mr. Linneman's auto.

The sad accident is unexplainable. It occurred at the crossing just north of St. Martins where there is an unobstructed view of the track each way. The men evidently failed to notice the approaching car, or else misjudged its speed, thinking they could get over the crossing in front of it.

The car hit the automobile squarely and hurled it some sixty feet, completely demolishing it. The interurban stopped and willing passengers assisted in the mercy work. They found Mr. Linneman had been instantly killed.

The Kempken brothers were alive, but unconscious, and they were placed aboard the car and it rushed to St. Mary's hospital, Milwaukee. Here an operation was performed on Henry Kempken, but it was of no avail, although he regained consciousness long enough to tell his name and call for a priest. The men died within a few minutes of each other some four hours after the accident occurred.

The remains were brought to the McCarthy undertaking rooms in this city Monday and to their respective homes in Waterford, Tuesday. A triple funeral was held Wednesday morning at St. Thomas' church and the universal respect which the community held for the departed men was evident by the large number of people who attend the services. The Burlington Knights of Columbus, of which Henry Kempken and Mr. Linneman were members, attended services in a body.

John and Henry Kempken were sons of Mr. and Mrs. Herman Kempken, and were born on the farm just north of Waterford. John was of a quiet home-loving disposition and had always worked on the farm until this summer when he was employed by the Tindall paving crew. He was about 50 years of age.

Henry Kempken was born February 9, 1879. He early turned to mercantile pursuits, working at Dousman, Milwaukee and Waterford and about eleven years ago purchased an interest in the Ed Malone store at Waterford. After the death of Mr. Malone he became sole owner and by progressive, upright dealing had maintained a splendid business. On June 26, 1906, he was united in marriage with Miss Minnie Huening, who died four years ago. The brothers are survived by their parents, one brother, William, of Waterford, and one sister, Mrs. Charles Beller, of Burlington.

Theodore H. Linneman, was a son of Mr. and Mrs. Theo. Linneman and was born near Waterford, June 23, 1892. He spent his youth there, served in the world war, and has for some time been employed as clerk in the Kempken store. He is survived by his parents, four brothers, Frank, Wheatland; Will, Burlington; Bernard and Joseph, Waterford; and three sisters, Mr. Jos. Brehm, Burlington; Mrs. Herman Drewbow, Newhampton, Iowa; Mrs. Roy Maurner, West Allis.

JULY 6, 1922 (SP)

Three well known residents of the village of Waterford were the victims of a terrible tragedy which took place last Sunday afternoon about 3 o'clock when the automobile in which they were driving to Hales Corners to see a baseball game was struck by an electric car on the East Troy line at the North Cape crossing, a short distance west of St. Martins.

The dead are as follows: Henry Kempken, aged 43, general merchant. John Kempken, aged 49, road worker. Theodore Linneman, aged 30, clerk.

The two Kempkens were brothers and Mrs. Chas. Beller of the town of Burlington is a sister of the deceased.

The auto that the men were riding in was driven by "Ted" Linneman, a veteran of the World war and who was employed by Henry Kempken as a clerk in his store. There is an obstructed view of the crossing where the accident happened and it is thought that the driver did not notice the electric car until he was upon the tracks.

Linneman met with instant death and the Kempken brothers were so badly hurt that they were taken to Milwaukee in a special train on the electric road, where they both died at St. Mary's hospital the same evening at 7 o'clock.

The three victims of the terrible tragedy were born and reared at Waterford and their deaths caused widespread mourning in and around the village, where all were so well known.

Henry and John Kempken were sons of Mr. and Mrs. Herman Kempken, pioneer residents of the town of Waterford, and the death of their two sons is a severe blow to the aged parents and the sympathy of all goes out to them at this time. John, the oldest son, was in the

employ of the Tindall Construction Company as a cement road work, while Henry the younger brother, was one of the best known merchants of Waterford and started in his business career there as a clerk in the employ of the late Ed Malone and was a partner of Mr. Malone's for a number of years. Following Mr. Malone's death he bought his interest and has since conducted the business and taken a lively interest in the welfare of the village.

Theodore H. Linneman, son of Mr. and Mrs. Theodore Linneman, Sr., was a soldier in the World war and served from Aug. 2, 1918, to Oct. 8, 1919. Most of the time he was in France was spent one hospital after another as he contracted the flu upon his arrival there and this necessitated his undergoing many serious operations. That he should survive these harrowing experiences only to meet his death in an auto accident is a great blow to his parents. The deceased was one of the charter members of Alfred Essman Post No. 20, American Legion, at Waterford.

The catastrophe had a depressing effect upon the holiday spirits of the people of the village, who were preparing for a big Fourth of July celebration. All of the victims of the accident were taking an active part in the plans and it was to make final arrangements for the East Troy-Hales Corners game that they were on their way to the latter place when they met their death.

The remains of the three men were brought to this city on Monday afternoon in a special car over the interurban line and taken to McCarthy's undertaking rooms. Tuesday they were taken to Waterford, where the funeral was held on Wednesday morning from St. Thomas Catholic church and was the largest ever held in that village, over 2,000 being in attendance. The pastor, Rev. John P. Pierron, officiated and was assisted by Rev. P. Dreis of this city, Rev. E.B. Schiefen of Dover and Rev. A. C. Biber of Lyons. Interment was had of the three bodies at the same time, the two Kempken brothers being buried side by side in the same grave.

Henry Kempken belonged to the Knights of Columbus and Catholic Foresters of this city. About two hundred members of both orders from this city were in attendance at the funeral.

AUGUST 7, 1924 (FP)

John Jupper of Racine, aged 43, deputy state game warden for Racine and Kenosha counties, was instantly killed and John Beck, his companion, also of Racine, was seriously injured last Friday at Wind Lake by the interurban car leaving here at 1:25 p.m., which struck their car at a crossing near there.

Leading from the Edgewater hotel to Highway No. 36, is a private road crossing the railway tracks. There is a steep incline to the east of the crossing and the view of the railway tracks to the south is hidden from view by the hotel building and trees.

The automobile, driven by Kupper, had reached the railroad crossing when it was struck by the interurban car. There was no warning of the approach of the car until it was just south of the grove and about 120 feet from the crossing, according to Jonas Galt and William Ranfield, witnesses. The drawbar of the interurban car caught in the center of the automobile and dragged it along the right-of-way tearing up guards and ties along the track.

Kupper, who was seated on the left side of his heavy sedan was hurled to the right of the car and suffered a broken neck. His right cheek was caught on a hook on the inside of the car, inflicting a gash five inches long. The body was held in an upright position by the hook.

Beck was seated in a rear seat and the collision hurled him against the front seat and then to the floor of the car. He sustained internal injuries and concussion of the brain.

Witnesses, guests of the Edgewater hotel and the train crew rushed to the assistance of the men. Difficulty was experienced in removing them from the wrecked car. Kupper was dead when his body was carried out and Beck was unconscious. Dr. Frank F. Newell of Burlington arrived at the scene of the accident a few minutes after it happened and rushed Beck to the Newall hospital in this city.

Kupper, appointed as a deputy game warden last June, was called to Wind Lake to investigate a charge of illegal fishing. When he arrived there he was informed that the suspected parties were not to be at the lake for an hour and he decided to drive to Waterford.

Persons nearby at the time of the accident declare that the whistle of the train was not sounded until within 100 feet of the crossing.

Both men had lived in Racine all of their lives. Beck was a butcher by trade.

At a coroner's inquest held on Tuesday at Wind Lake the jury brought in an open verdict. Neither the railway company nor Kupper were declared guilty of negligence.

OCTOBER 15, 1926 (SD)

Lack of proper caution at a railroad crossing cost two lives just before noon Tuesday when the interurban car due here at noon crashed into a delivery truck driven by Frank Tenfel, of Waterford, at the Muskego dam station, crushing out the lives of Mr. Tenfel and his five year old son, Francis.

Mr. Tenfel, who is proprietor of a bakery at Waterford, was making his morning round delivering bakery goods to various stores. What was on his mind is hard to say. There is a clear vision of the track from the road and Motorman Ed. Walter sounded his whistle for the station and the crossing and blew extra blasts when he noticed the approaching auto. This is vouched for by G.C. Rasch, a passenger on the car, who also noticed the approaching auto.

Evidently Mr. Tenfel failed to note the approaching car or he expected it to stop at the station. The auto and street car came together with a crash and parts of the auto were thrown through the windows in the car. Mr. Tenfel was crushed in the wreckage. Death was instantaneous in both instances. The auto which has been used only a month was completely demolished.

Motorman Walter and several passengers were cut by flying glass. The car was stopped immediately and passengers rushed to aid, but to no avail. As the accident happened in Waukesha county officials of that county were notified and will conduct the inquest.

Mr. Tenfel was a native of Germany and learned the bakers trade in that country. He came to America some fifteen years ago and to Waterford to accept a position as baker some thirteen years ago. He later purchased the business of his employer and by hard, earnest effort had developed it into one of the best known in southern Wisconsin and success was crowning his efforts. He is survived by his wife (nee Helen Kempken) and three small children, to whom the sympathy of the community is extended.

Funeral services will be held Friday morning at Waterford. Mr. Tenfel was a member of the Burlington Knights of Columbus and the local order will attend the funeral in a body.

Waterford has had more than its share of tragedies. It was just recovering from the terrible accident which snuffed out the life of little Billie Hallach a few weeks ago when this new blow struck.

In the fall of 1920 Henry and John Kempken, uncles of Mr. Tenfel's wife, and Theodore Linneman, a world war veteran, were killed when their car was hit near this same crossing by an interurban car. A short while before that Mrs. Francis Malone and her four-year-old son, Billie, were killed when the automobile in which they were returning with Dr. Malone from a visit in Milwaukee was struck by a railroad engine.

JULY 24, 1936 (SD)

Fourteen passengers on the evening interurban car received broken bones, cuts and bruises Saturday evening when the car had a head on collision with a line car about four miles north of Burlington. Luckily no one was seriously injured. Four had broken bones and the others suffered cuts and bruises, many of them painful but not serious.

All were rushed to the Burlington Memorial hospital in ambulances and passenger cars where all were treated. Nine were able to be taken home following treatment, while the other five were kept at the hospital for further observation.

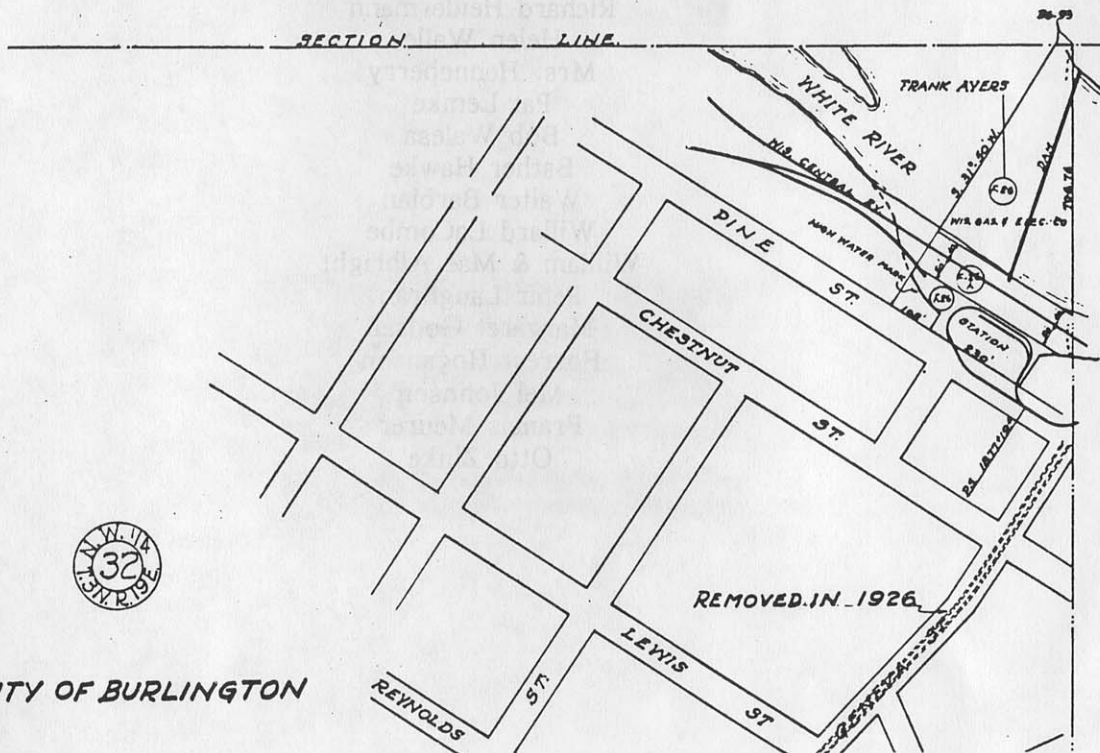
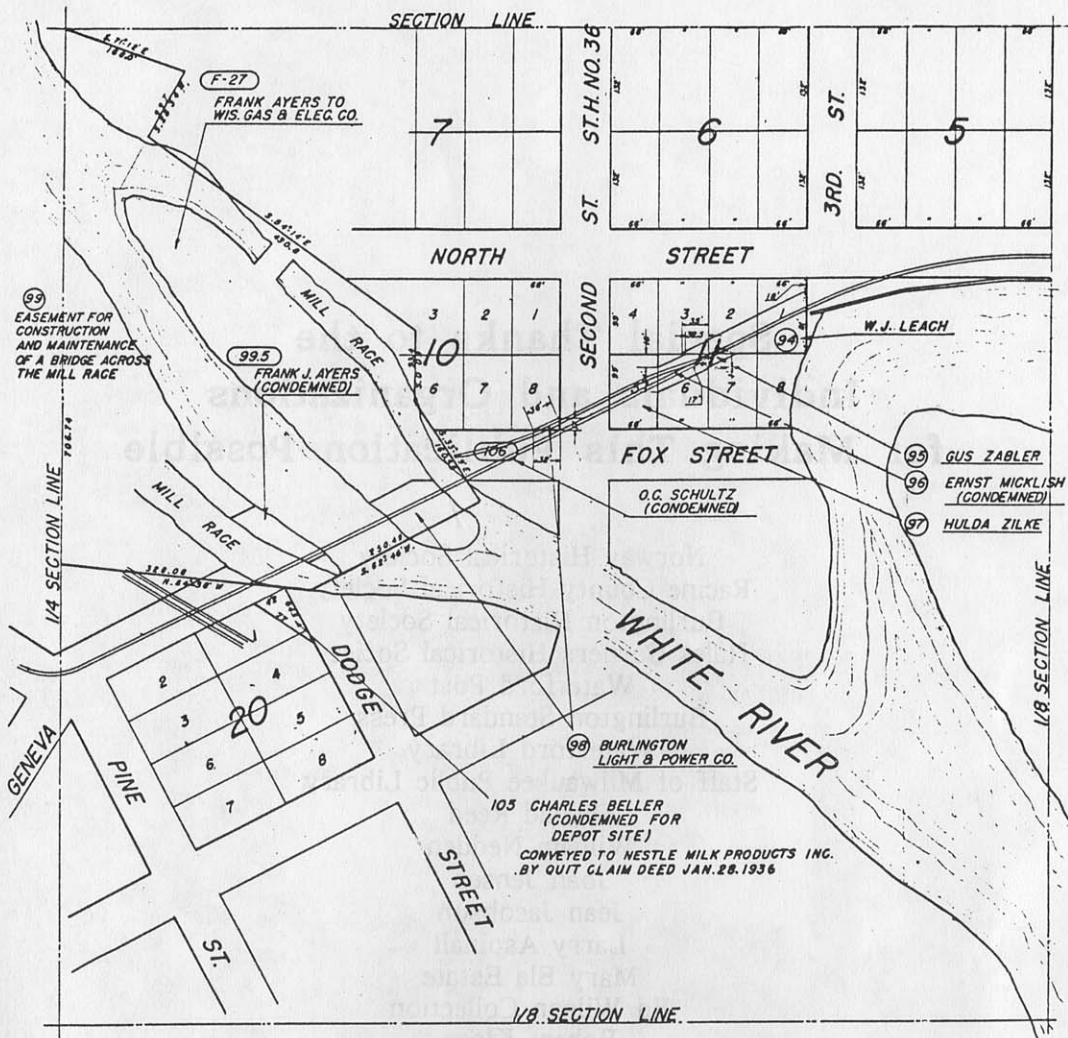
John Gilg of Hales Corners was motorman on the repair car and the stopping of his watch is given as the cause of the accident. The repair car had been working on the line north of Burlington. The crew knows the scheduled time of regular cars and is supposed to get onto a sidetrack to give them right of way. It so happened that Mr. Gilg's watch stopped just a few minutes before, and he thought he had plenty of time to get to Rochester to go onto the siding before the car due in Burlington at 5:35 came along.

Both cars were making good time and it was impossible for them to stop after they saw each other. Both applied brakes, but the cars came together with a crash that could be heard for miles. Both cars remained upright on the rails, only the front trucks of each car leaving the tracks. Naturally the front ends of both cars were badly damaged and it was the sudden applying of the brakes, the crash and the flying glass that caused the injury to the motormen and passengers.

Mr. Gilg suffered a fractured leg, while John Hiberling of Milwaukee, motorman on the passenger car, suffered a broken toe and bad cuts and bruises. Pat Rogers, conductor on the passenger car, escaped with minor bruises.

The crash was heard by nearby farmers who with uninjured passengers rushed a call for the Burlington ambulance. Willing hands took the injured persons from the car and loaded them into the ambulance and cars and brought them to Memorial hospital where doctors and nurses were ready to render aid. Dr. Miller, company physician from Milwaukee was called and he made a hurried trip to Burlington to supervise the treatments.

Those in the cars and the extent of their injuries are: John Gilg, Hales Corners, interurban motorman, fracture of the left leg. John Hiberling, Milwaukee, motorman, broken toe and cuts and bruises. Miss Gertrude Gorman, Milwaukee, fractured leg. Walter Brehmer, Milwaukee, head injury. Miss Victoria Lewicks, Milwaukee, broken nose. Miss Lorraine Dewitt, Milwaukee, cuts and bruises. Miss Katherine Andrews, Milwaukee, cuts and bruises. George E. Harper, Milwaukee, cuts and bruises. Edward Lutz, Hales Corners, cuts and bruises. Frederick Jensen, Rockford, Ill., cuts and bruises. Mrs. Frederick Jensen, Rockford, Ill., cuts and bruises. Helen Laskowski, Rockford, Ill., cuts and bruises. Lucille Brickner, Lyons, cuts and bruises. Martha Bandquist, Rockford, Ill., cuts and bruises.



CITY OF BURLINGTON

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