

*2nd report.**The Kansas City, Kaw Valley and Western Railroad Co. (1908 - 1962)*

The Kansas City, Kaw Valley Railroad, Inc., until recently Kansas' sole surviving trolley system which can rightfully be called an interurban line, can point to fifty-two years of chartered existence. It was conceived on paper by one John W. McDaniel, an energetic Bonner Springs resident, as early as 1893. With steam roads pushing farther west into Kansas, McDaniel dreamed of an electric trolley line from Bonner Springs the full fourteen miles into Kansas City. Another man by the name of Mr. E. E. Winner also sought to build such an electric line and competition became swift between the two men and their dreams. In July, 1902, McDaniel and Edwin Taylor secured a county franchise to build their proposed electric line from Kansas City, Kansas to Loring, a town west of Bonner Springs on the Union Pacific Railroad. Soon after, Winner started at Edwardsville to build toward Bonner Springs. The McDaniels & Taylor project was named the Kansas City and Bonner Springs Electric Line. Work on that line actually started on October, 1904.

In March of 1908, the line elected new officers, with W. H. Caffey as president, Chas. Knabb as vice-president, John McDaniel as superintendent, A. L. Cooper as secretary, and J. D. Waters as treasurer. Waters was another booster of the growing Bonner Springs community. He succeeded in organizing the Bonner Springs Oil and Gas Company and later was important in starting the Bonner Springs Portland Cement Company. This later became the main factor in allowing the electric line to continue in operation long after other lines had become history. On April 27, 1908, the first electric car made a trip over the new line from Bonner to the cement plant. By June of that year, the line was completed to Lake of the Forest, and served to carry picnic goers to the lake as well as cement workers to the cement plant.

In June, 1909, the electric line purchased a new streetcar and the company was chartered as The Kansas City Kaw Valley Railroad. In September of that year, work was started to extend the line eastward to Kansas City. McDaniel became president of that company in March of 1910 as Bonner Springs residents subscribed