

\$11,700 toward the extension of the line. However, financial difficulties came about by late summer, and in September of 1910, service was discontinued along the 4.9 mile electric route. The organization of a new company was proposed and \$42,000 worth of funds were raised to meet the needs of operation. In this time of financial distress, the line almost was swallowed up by another electric line, The Kansas City, Lawrence, and Topeka. The "Hocker" Line ran from Kansas City to East Zarah, Kansas and was seeking to push westward as it's name implied. Citizens of Bonner Springs were approached by the officials of the "Hocker" Line to help finance a bridge over the Kaw River south of Bonner and then to help constuction on the north side of the river bank, west to Lawrence. Negotiations were made to the Santa Fe Railroad in hopes of using their bridge over the Kaw River to reach Bonner, but they ran into continued difficulties and were finally discontinued. This insured at least the independent future of the struggling Kaw Valley line as the "Hocker" Line never made it to Bonner Springs.

In 1913, Waters succeeded in interesting J. J. Heim, a Kansas City brewer, in the little electric line and Heim purchased the stock of the company. Heim, experianced in running electric lines as well as building them, brought in a W. R. Taylor from his home town of Farmington, Missouri to oversee the development of the Kaw Valley. Under Taylor's direction, the extension of the line east to the Kansas City, Kansas city limits was immediately begun, and a power sub-station was soon built at Muncie. On June 17, 1914, the line received four trolley cars that were forty feet long with a seating capacity of forty-six passengers. These were second-hand cars purchased from a traction company in Minnesota and were to be turned into special excursion cars when new equipment was bought. On Monday, July 20, 1914, the Kansas City, Kaw Valley & Western Railroad began operating the full 14.6 miles between Bonner Springs and Kansas City, Kansas, with a direct connection with the Metropolitan Street Railway Company tracks that traversed the City. This hookup allowed the Kaw Valley cars access to both sides