

of the City, making changes inside the city limits unnecessary. On the first Sunday of it's operation, the Kaw Valley line carried 3,700 round-trip passengers between Bonner Springs and downtown Kansas City, Missouri.

Mr. Heim and associates eventually equipped the Kaw Valley line with ten all-steel passenger coaches at a cost of \$10,000 each from the Cincinnati Car Company. Some of these were reportedly second-hand at the start of their Kaw Valley run, but if so, were adequate to serve the duration of the passenger business on that line. These cars were fifty-two feet long, with center entrances, and each weighed some 52,000 pounds. They were mounted on Baldwin trucks and were fitted with four Westinghouse H.L. 306 C.V. motors and Westinghouse air brake equipment. The interior of the cars was trimmed in mahogany, while the exterior of the cars was a dark green with white trim around the windows. Above the windows were portions of stained glass, and a <sup>QA</sup> screen to keep all passengers inside the cars. The fifty-two foot vehicles could carry up to sixty people, with standing room for an additional sixty. A few of the cars were provided the additional luxuries of a baggage compartment, smoking compartment, and ladies compartment. Each passenger car carried a white uniformed motorman and a conductor wearing the traditional blue serge of railroad attire. In addition to the passenger coaches, four express cars were also purchased from the same Cincinnati firm.

With McDaniel's dream of a Bonner-to-Kansas City line realized, Mr. Heim soon acquired 21.4 miles of additional railroad right of way and pushed west on toward new achievements. The city of Lawrence, with it's student populations of Kansas University and Haskell Indian Institute and it's compact business area provided an attractive direction in which to build. Further west of Lawrence was the state capital of Topeka with it's 40,000 residents, and it <sup>o</sup>two was part of the Kaw Valley's expansion plans. In June of 1916, several months after the line had reached the downtown section of Lawrence, a daily schedule between Lawrence and Kansas City was begun. In doing so, the Heim line marked up an