

of wood or cement along the trolley track which contained an open platform, two back to back benches, and a small canopy overhead to protect the passengers from any inclement weather. Tickets were sold before boarding the cars only in the regular stations, and it was the conductor's duty to collect and punch the tickets as the passengers boarded the cars. The full list of scheduled or flag stops along the route included Kansas City, Kansas (City Park Limit), Mattoon, Sirridge, Francis, Flag Stop No. 8, Ferry Road, De Freese, Muncie, Riverside, Grinter, Vera, Flag Stop No. 13, Betts Creek, Flag Stop No. 14, Edwardsville, Forest Lake, Cement, Bonner Springs, Philo, Flag Stop No. 20, Little Kaw, Mahon, Flag Stop No. 25, Jewett, Riley Springs, Sarcoxie, Harbaugh, Cisco, Linwood, Flag Stop No. 30, Harris, Quinlan, Denzer, Delaware, Lansdown, Kent, Flag Stop No. 36, Lawson, Bismark, and Lawrence. The schedules of various years on the Kaw Valley can be seen in the following timetables from the Railway Guide that appear after this report.

Passenger travel was greatly diversified on the Kaw Valley line. Residents all along the line used it as a means of transportation to and from the larger cities of Kansas City and Lawrence. Bonner Springs and Lawrence women found it convenient to use the line for extensive shopping trips in Kansas City. Many riders used the line as transportation to and from their various jobs along the line and in the cities. Lawrence, home of the University of Kansas, supplied many riders as students, faculty, friends, and relatives used the line to go to the university. During the fall and football season the demand for transportation grew as alumni and football fans flocked to see their teams in action. The K.C., K.V. & W. cars usually terminated their runs at the interurban depot in Lawrence, a good two miles from the campus and football stadium. Permission was granted the interurban line to operate Kaw Valley cars on the street car tracks south to Mt. Oread, the hill on which Kansas University is located, in southern Lawrence. Afternoon football games on Thanksgiving Day would draw such heavy crowds that the Kaw Valley would run two double car trains and also some extra cars to the