

university city. After the contests, the passengers could walk from the stadium to Mississippi Street where their cars would be waiting to take them home. The entire distance from Kansas City, Kansas to Lawrence cost \$1.08 for a one way fare. Station to station fare was usually a dime where shorter stops were figured on an average of two and a half cents a mile.

The anticipated 25% of revenue from the carrying of freight was gradually increased until it provided the greater share of profit sources. Milk, sand, cement, produce, coal, paper, flour, bricks, gasoline, livestock, grains, and even carloads of automobiles were all products shipped on the Kaw Valley line. After the post-World War 1 years had seen the rise of both passenger and freight traffic on the Kaw Valley line, the pre-Depression years looked bleak. In 1927 bankruptcy proceedings began, although this did not interrupt service in any way. By 1931, most of the interurban companies were going broke and were disappearing from the Kansas horizon. In 1932 the Kaw Valley was forced into receivership, salaries were cut, services curtailed and small freight stations abandoned in order to cut down costs. Finally, a petition was filed with the Kansas Corporation Commission asking that trolley service be abandoned between the towns of Bonner Springs and Lawrence (21.4 miles). Soon after, a petition was also filed for the abandonment of passenger trolley service between Kansas City and Bonner Springs, substituting a motor coach (bus) line in its place. On June 13, 1935, trolley service had been stopped between Bonner and Lawrence and on July 28, 1935, passengers were picked up by one of sixteen new buses. The new buses would also carry mail between the two cities. Each bus was labeled the "Kaw Valley Stage Line".

For fourteen more years freight service was continued between Kansas City and Lawrence until on August 14, 1949, permission was granted to abandon that 21.4 mile section of line. Therefore, on December 1st of that year service was stopped and in 1951, the 21.4 miles of track and overhead was taken down. The Kansas City to Bonner Springs line continued to haul coal to the cement plant