

grants unto the second party the right to use the said bridge and its approaches.

2. The width of the roadway on the new bridge and its approaches shall not be less than twenty-eight (28) feet in the clear between curbs, and shall provide at least one sidewalk five (5) feet wide outside of the roadway.

The roadway shall be provided with one track of standard gauge and the structure shall be designed to carry safely cars weighing 150,000 pounds each; but the Kansas City, Kaw Valley & Western Railway Co. shall not place upon said bridge any car or locomotive which shall with its load weigh more than 150,000 pounds.

The rails, ties and trolley poles on the bridge shall be furnished and put in place by the first party, but all overhead wiring shall be furnished and put in place by the second party. The rails, ties and trolley poles on the approaches to said bridge shall be furnished and put in place by the party of the second part.

3. The second party hereby agrees to maintain and to keep in good repair, at its own cost, during the life of this contract, the railway track or tracks on said bridge and its approaches and also all of the overhead wiring, also to repair at its own cost and expense, any injuries to the pavement or other parts of structure, or its approaches, caused by the use of said bridge and its approaches by said party of the second part. The second party shall, however, have the right to prorate and collect on an equitable basis all maintenance costs with any other companies which may operate cars over the bridge, and its approaches. And the first party hereby agrees that it will aid and assist the second party in collecting such prorated maintenance charges from other parties using the bridge and its approaches, but in no case shall the first party be required to pay any part of the cost of maintaining or repairing the tracks or overhead work.

4. The second party hereby agrees to pay the first party the sum of Three Thousand Dollars (\$3000.00) annually, payable quarterly in advance, for the passage of all of its interurban passengers, mail, express, motor and less than carload freight cars.

The second party further agrees to pay to the first party the sum of one dollar per car for all loaded freight cars, or cars upon which carload rates are paid, which it takes across the bridge, whether said cars are its own or foreign

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