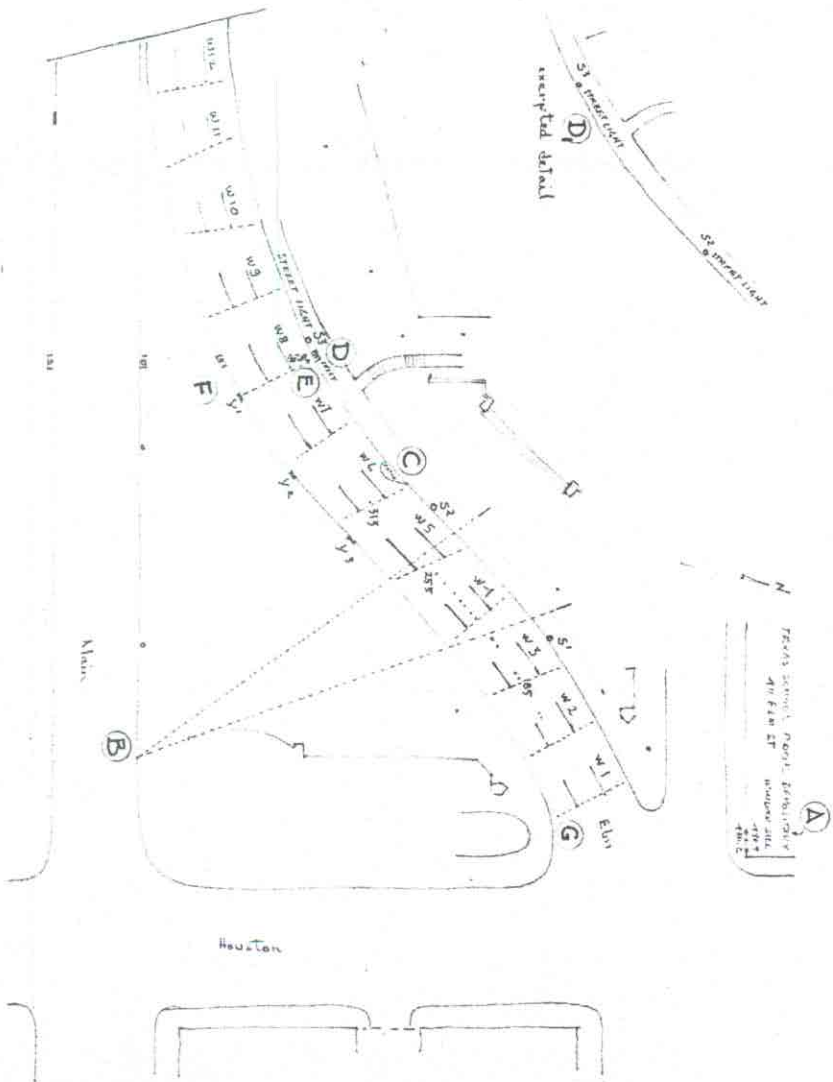


- A : the simplest way to identify this drwg is by the 'A' in 'DEFOLIARY' -- In Shaneyfelt Exhibit No. 25 it has been corrected and with a glass one can readily see that the 'O' has been inserted as it is larger
- B : the lines of the two signs extended meet on the north curb of Main St -- this is reasonably accurate as I have a large scale drawing of this 'A' drawing
- C : no patch appears on my 'A' drawing but it is clearly shown in all Prof. Thompson's basic plans and therefore it must have been removed from the reproducible from which my 'A' drwg was made
- D : 'A' drawing shows the inlet and the words 'inlet' and 'street light' in the relationship as sketched -- the S3 is my identifying method
- DN : Shaneyfelt Exhibit No. 25 shows the words 'street light' as I have sketched them - It is this erasure that I saw in Dallas and which unfortunately I do not have despite the fact that West said he made my 'A' drawing from the reproducible I saw - note also that the inlet and the word 'inlet' has been removed too
- E : the indication and words and numerals have indicate '18" pipe' and the dotted lines start across Elm St where it is obvious that a pipe connects with the inlet across the street and probably with the other inlets on Main and Commerce Streets -- the pipe indications and lettering has been removed from 'A' drawing as well as from Shaneyfelt 25 - but is seen in Prof Thompson's plans
- F : note that W0, meaning white line pair # 8 is opposite S3 and the end of W5 is at S2
- G : note also the leading edge lineups at W3 & W5 have a strange, un-engineered appearance

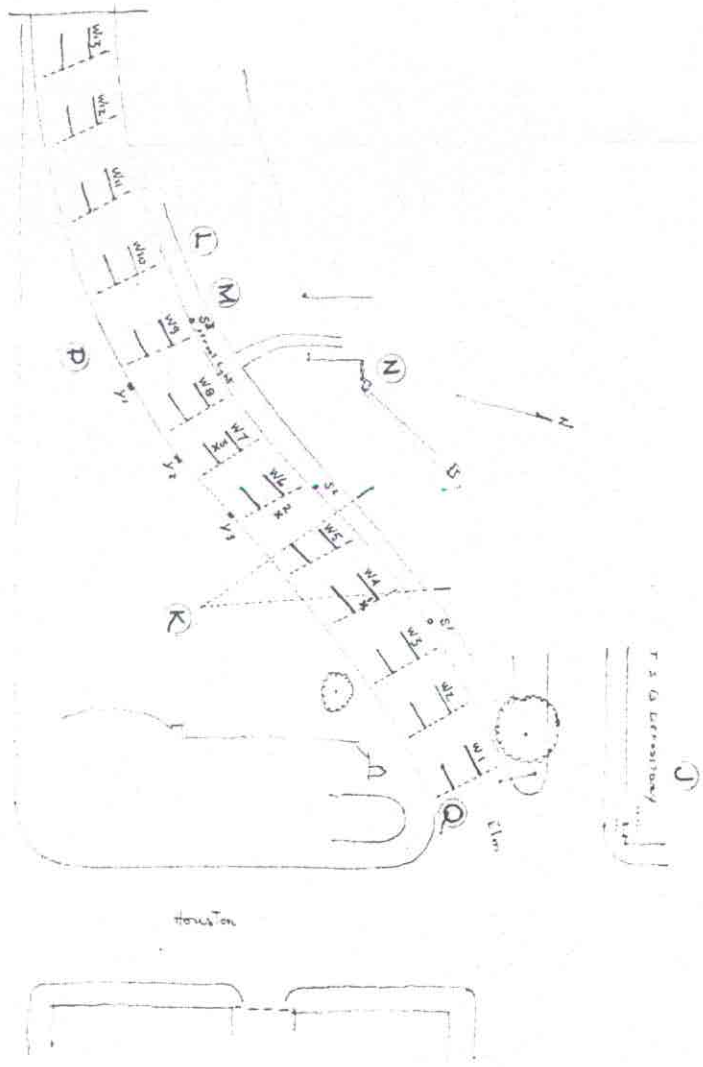


sketch of what must have once been the whole drawing by Robt H West, County Surveyor -- this has no scale and cannot be used for distances only overall relationships -- reference : Shaneyfelt 25, Prof Thompson p 13, p 4, p 32, p 131, p 275, p 252-3 -- the other easy reference and identification of this drwg = Hwy 31, 1964

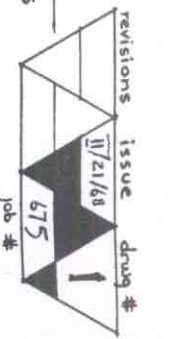
- J : the spelling when first done was correct
- K : the lines of the two signs extended meet in the Plaza  
-- I've left the line of the southernmost sign, the one that really means something, just about as it is in my 'A' drawg - my info comes from p 243 in Harold Weisberg's WWII as my copies of the hearings and Exhibits has not arrived yet
- L : no patch, no inlet, no 18" pipe
- M : S3 is shown as indicated and the lettering is lowercase
- N : in this sketch I've added a few more features of the Plaza than are shown in the original because we need to see a little more of the surroundings
- P : note that there is a total of 13 white line pairs before the underpass and drawg 'A' shows 12 -- also note that opposite S3 is W9 which is not quite the same as 'A' -- opposite S2 there is a real blank space whereas in the sketch above W5 is prominently adjacent
- Q : the leading edge lineups have a pattern that bespeaks a normal method of laying out the work for the road painting crew -- the doctoring has to work in with the tension amongst some people who were troubled by Altgens' photograph

ps : cursory perusal of p 247 Whitewash II shows the white lines on all the streets but just a shade too regular on Elm St -- note especially the leading edge of W5 on page 246 it is not normal (perpendicular to the centerline of the street but on page 247 it is -- neat penmanship there

sketch of the official SS plan prepared Dec 5, 1963 by Robt H West, County Surveyor -- this has no scale and cannot be used for distances only overall relationships -- a few lines have been added, of N, and the contours have been omitted -- that's another study -- later



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