Subject: Knowledge of events that occurred approximately 3:02 a.m. on the 5th of April, 1968. Also the events that occurred prior to this to the best of my knowledge.

I talked with John Syme, a M.S.U. representative, the morning of the 5th of April. We went to the barrier section and stayed there until around 10:30 a.m. We then proceeded to walk 3 north, 2 north and 1 north, back down to Sandy Hook. Then we walked the track entry. We walked down the track to outside W.B.B. We arrived outside about 11:30 a.m.

John and I discussed the two violations that he was going to write. Also at the same time Wayne Mangin, who is an inspector with the state department of mines, came outside with Gary May. Gary went back to barrier section while I remained outside to write reftexts for the two federal violations and the three violations from the state.

By this time Gary May had come back outside and we were discussing and making plans for the midnight shift. It was right at 3:02 a.m. when I heard the fan making a very difficult and strange noise. At that moment I heard Gary say: "Let's get a lot of dust cars coming out the patch on the north side, specifically the track entry and the return."
At the time we could only speculate as to what caused this unseasonable fluctuation. Gary and I both put on belts, hats, and lights on and started underground. Gary started walking and I went to the South portal and got number 1 mantles and provided underground. Visibility was very poor due to the dust that was still in the air. Almost 9 or 10 feet ahead of me was all I could see. I had to turn the man-tug slow due to limited visibility. I had to remove the gear in the cutout there just only the portal because there was no power in the mine to open them. While I was removing the gear, Herman Corliss and Jim Melker made the way from the outside to me. They got in the man-tug and we proceeded to go underground. Jim Melker wanted to stop at the intake stopping on the lower section and check the air. He found the air to be all right. He then proceeded to go towards Ellis switch and then toward tunnel 76. It was at 96 X cut that we found Jim Blake. Jim was talking however his appearance indicated he had been involved in some type of accident. Jimmy said there was bodies laying everywhere outside of the man-tug. At this time Herman Corliss said for me to go till the hospital that we will need several ambulances. I told Adam Jenkins to get the ambulances rolling. It was then that Chas Albers got on the phone and wanted to know if we were aware of our location.
Jim Walker was in the process of going to the
inteke end measure the amount of oil. It was at this
moment I heard someone yelling get in the man-hug
and let go. I had no idea who was yelling or who was
in the only men trap. I yelled at Jim and he
got in the only men trap after I did. At this
Time both men-traps traveled to the Ellis point.

It was then I realized that CPR was being performed
on some of the members of Tailgate 22. The rest
of my time at Ellis point was spent observing
and doing what I could do to help with the rescue.