

# Workplace Health and Safety Fatality Report



**Worker Caught In Pinch Point**  
Date of Incident: April 13, 2008  
Type of Incident: Fatal

**Government  
of Alberta** ■  
Employment  
and Immigration

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**SECTION 1.0 DATE AND TIME OF INCIDENT**

1.1 The incident occurred on April 13, 2008 at approximately 10:10 am.

**SECTION 2.0 NAME AND ADDRESS OF PRINCIPAL PARTIES**

**2.1 Owner**

2.1.1 Wowdzia's Trucking Ltd.  
Box 2151  
Vegreville, Alberta  
T9C 1T3

**2.2 Prime Contractor**

2.2.1 Not applicable

**2.3 Employer(s)**

2.3.1 Wowdzia's Trucking Ltd.  
Box 2151  
Vegreville, Alberta  
T9C 1T3

**2.4 Worker**

2.6.1 (Names and personal details were removed before distribution of this report)

**SECTION 3.0 DESCRIPTION OF PRINCIPAL PARTIES**

3.1 Wowdzia's Trucking Ltd.

3.1.1 Wowdzia's Trucking Ltd. is a small employer based in the Vegreville area that specializes in gravel crushing and hauling.

**SECTION 4.0 LOCATION OF INCIDENT**

4.1 The incident occurred at LSD, NW 31-50-12 W4, approximately 20 km southeast of Vegreville. The location is an acreage that consists of a residence, as well as maintenance and storage facilities for the trucking and gravel crushing equipment.

## **SECTION 5.0 EQUIPMENT, MATERIAL AND OBSERVATIONS**

### **5.1 Equipment and Material**

#### **5.1.1 Gravel Hauling Trailer**

5.1.1.1 The gravel hauling trailer that was involved in this incident was manufactured by Castleton. It is known as a Crossclam Super B gravel trailer, model year 2006, serial number 2C9B3S5C46S133635. The clamshell doors on the base of the trailer were electrically and pneumatically operated via switches in the cab of the truck, (Appendix "A" Photograph 5). This gravel hauling trailer was identified as unit number TC0628, it was secured to an identical gravel hauling trailer which in turn was secured to a Kenworth truck at the time of the incident.

5.1.2 The other gravel hauling trailer that was involved in this incident was identical to the above noted gravel hauling trailer. Its serial number was 2C9B3S5D16S133634 and it was secured to the above noted gravel hauling trailer at the time of the incident.

#### **5.1.2 Kenworth Truck**

5.1.2.1 The Kenworth truck involved in this incident was manufactured in 2007; its Vehicle identification number was 1XKDDB9XX7R932766 and it was a Construct model. Its licensed mass is 63500 kg. (Attachment "A" Photograph 1). It was secured to the two gravel hauling trailers.

### **5.2 Observations**

5.2.1 Upon arrival at the scene, the Royal Canadian Mounted Police was on location conducting their investigation. The scene consisted of a large storage repair shop which contained the Kenworth truck and the two gravel hauling trailers which were both connected to the Kenworth truck.

5.2.2 The deceased Worker was on the floor of the shop on the passenger side of the truck near the front portion of the rear trailer. A large amount of blood from a head injury was also present on the shop floor where the deceased Worker was located.

## **SECTION 6.0 NARRATIVE DESCRIPTION OF THE INCIDENT**

6.1 On April 13, 2008, at approximately 10:10 A.M., the owner of Wowdzia's Trucking Ltd., was preparing to relocate a truck and two gravel hauling trailers that were attached to the truck from the maintenance shop the units were stored in, (Attachment "A", Photograph 1).

- 6.2 The Owner asked one of his workers to assist him in relocating the truck and two trailers. The Owner directed the Worker to raise the dolly leg on the passenger side of the rear trailer.
- 6.3 The Owner then ascended the area in between the two trailers and connected the two electric and the two pneumatic lines (Attachment "A" Photograph 2). These lines supplied electrical power and air, respectively, to the rear trailer where the Worker was in the process of raising the dolly leg (Attachment "A", Photographs 2,3 and 4). The Owner then opened the two air valves that allowed air to enter the system for the rear trailer via the pneumatic connections he made.
- 6.4 As the Owner made the electric and pneumatic connections and opened the two valves, the clam shell doors on the rear trailer energized and began opening at the same time the Worker was attempting to raise the dolly leg. The clam shell door closest to the front of the rear trailer pinned the Worker's head against a portion of the trailer as it opened, fatally injuring her.
- 6.5 The Owner then left the area between the two trailers and went to the driver's side of the truck/trailers. He then looked past the dolly leg on his side of the rear trailer and observed the Worker caught between one of the clam shell doors and a portion of the rear trailer.
- 6.6 The owner immediately returned to the area between the two trailers and rapidly removed one of the electrical connections he previously made. The clam shell door that was pinning the Worker released back to the closed position in unison with the other door, freeing the trapped Worker.
- 6.7 The Owner yelled for help from his wife who was at another location near the work site. The Owner also contacted emergency medical services. Both individuals attempted to provide first aid to the seriously injured Worker. Emergency medical services arrived on location and pronounced the Worker deceased after attempting unsuccessfully to resuscitate her.

## **SECTION 7.0 ANALYSIS**

### **7.1 Direct Cause**

- 7.1.1 The direct cause of the Worker's fatal injuries was the result of being pinned between one of the clam shell doors on the gravel hauling trailer and a portion of the trailer.

## **7.2 Contributing Factors**

- 7.2.1 The clam shell doors require both air and electrical power to operate. The switches responsible for operating the clam shell doors of the gravel trailer were located on a console in the cab of the truck, (Attachment "A", Photograph 5). These switches which were left in the "open" or dump position, would allow the clam shell doors to open when the electrical and pneumatic connections were established. It could not be determined who left the switches in this position. When the Worker attempted to remove the cotter pin to raise the dolly leg, the Owner connected the two electrical and the two pneumatic lines. The Owner also opened the two quick opening valves and due to the "open" switches in the cab of the truck, air and electrical power entered the plumbing and circuitry for the rear trailer. This caused the clam shell doors to open as the Worker was attempting to raise the dolly leg. Upon opening, one of the clam shell doors contacted the Worker and pinned her against a portion of the gravel hauling trailer, seriously and ultimately fatally injuring her.
- 7.2.2 There was no hazard assessment performed for raising the dolly leg on the gravel hauling trailer that was to be moved from the maintenance shop. The Owner did not establish any communication process with the Worker as the two of them began their respective tasks.
- 7.2.3 The switches that controlled the opening and closing of the clam shell doors from inside the cab of the truck were not checked to establish their operating position in relation to how they could energize the clam shell doors when pneumatic and electrical connections were made.
- 7.2.4 No steps were taken to manage the control of hazardous energy that was created when the Owner made the electrical and pneumatic connections, allowing the energy to open the clam shell doors and fatally injure the Worker.
- 7.2.5 The tight fitting cotter pin that the Worker was attempting to remove from the bolt in the dolly leg was difficult to take out. It needed to be removed with pliers post incident. The other cotter pin was easily removed by hand via the Owner immediately preceding the incident.

## **SECTION 8.0 FOLLOW-UP/ ACTION TAKEN**

### **8.1 Alberta Employment and Immigration; Workplace Health and Safety Compliance**

- 8.1.2 Workplace Health and Safety Compliance issued orders to Wowdzia's Trucking Ltd. to ensure operational controls on equipment were suitably identified, to control dangerous movement of powered mobile equipment and to conduct an investigation

into the incident. In addition a stop use order was issued to Wowdzia's Trucking Ltd. to ensure the gravel hauling trailers were inspected by an authorized equipment manufacturer.

**8.2 Industry**

8.2.1 Wowdzia's Trucking Ltd. complied with all of the orders and the stop use order issued by Workplace Health and Safety Compliance.

**8.3 Additional Measures**

8.3.1 None at this time.

**SECTION 9.0 SIGNATURES**

Original Report Signed \_\_\_\_\_  
Lead Investigator Date

Original Report Signed \_\_\_\_\_  
Investigator Date

Original Report Signed \_\_\_\_\_  
Manager Date

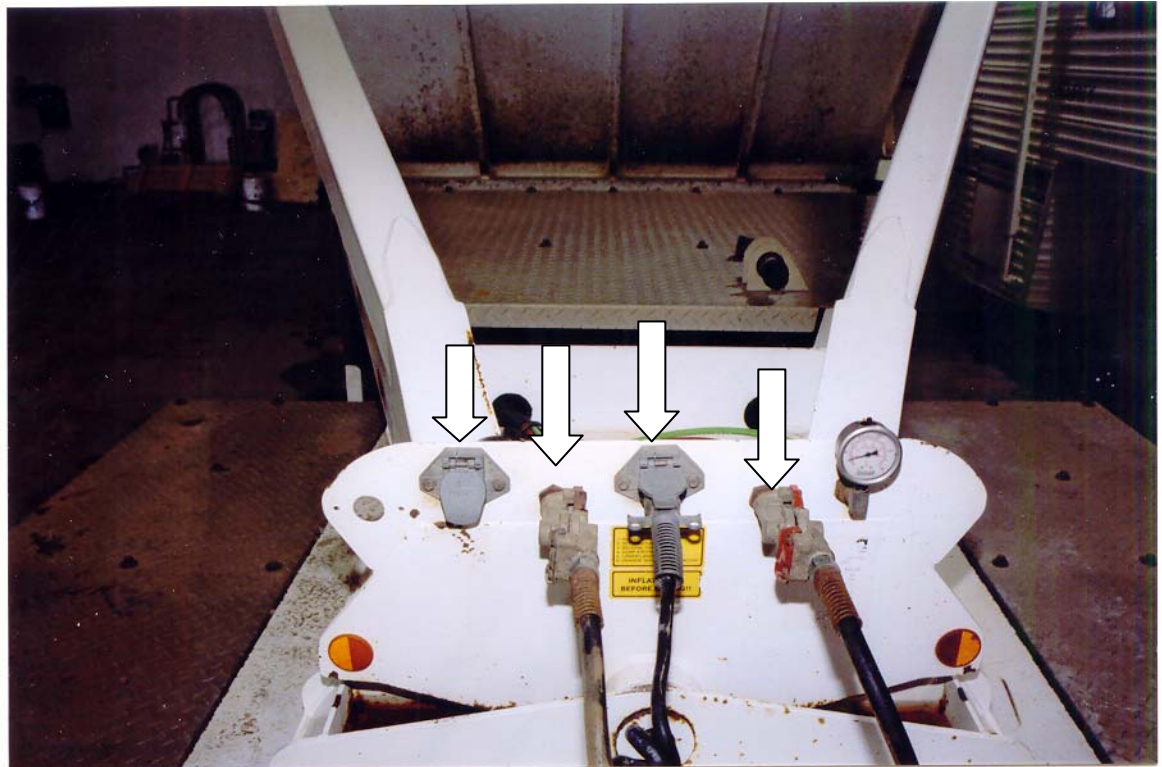
Original Report Signed \_\_\_\_\_  
Regional Senior Manager, North Date

**SECTION 10.0 ATTACHMENTS:**

Attachment A Photographs



Photograph #1 Identifies the maintenance shop where the Kenworth truck and two gravel hauling trailers were located prior to their planned relocation to the yard. The arrow identifies the Kenworth truck, the two trailers secured to the truck inside the shop can not be seen in this photograph.



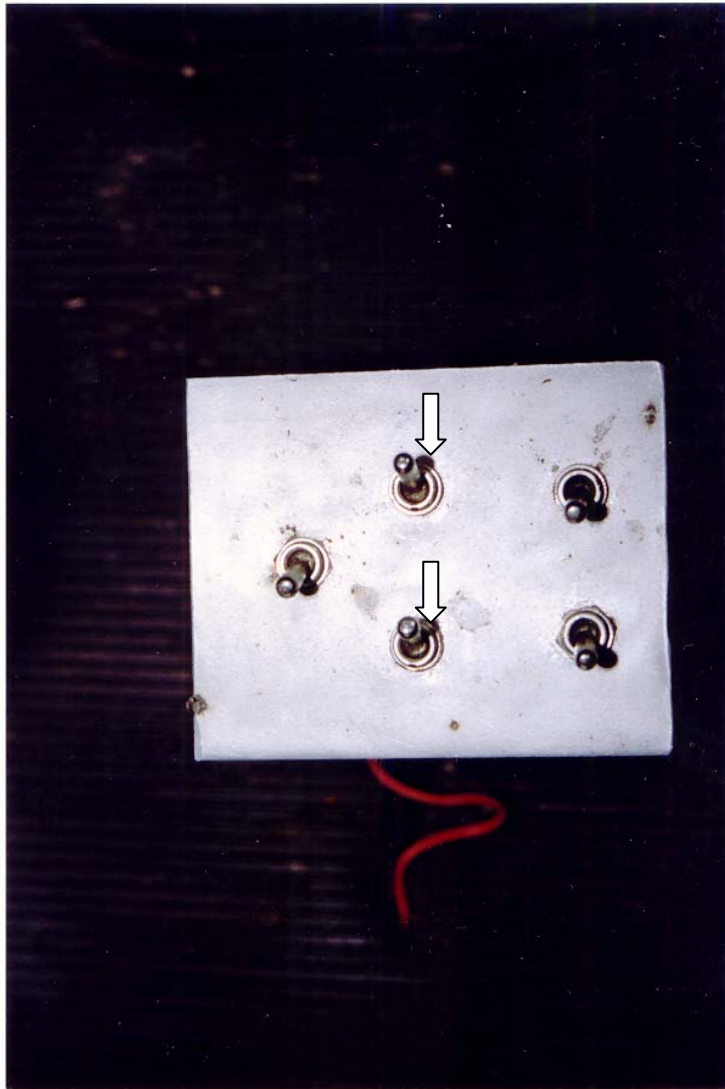
Photograph #2 Identifies the location between the first and second gravel hauling trailers. The connections that were made by the Owner of Wowdzia's Trucking Ltd., are identified by the arrows beginning from the left; the electrical connection that was removed by the Owner when he noticed the trapped Worker a pneumatic connection, an additional electrical connection and an additional pneumatic connection.



Photograph #3 Identifies the two clam shell doors in the closed position as seen from the passenger side of the rear gravel hauling trailer. Upon opening, the door on the right pinned the Worker's head against the area identified by the upper arrows. The lower arrow identifies the dolly leg that the Worker was attempting to raise at the time of the incident.



Photograph #4 Shows a closer view of the dolly leg that the Worker was attempting to raise. The arrow on the right identifies the cotter pin and bolt assembly that needed to be removed from the upper section in order for the lower section to be raised. The other arrow identifies the lower section of the dolly leg that can be moved vertically within the upper section of the dolly leg for stowing or standing purposes.



Photograph #5 Shows the unidentified operating controls located in the cab of the Kenworth truck for the clam shell doors on the two trailers. The toggle switches identified by the arrows, operated the clam shell doors and were left in the "open" position. This allowed the door to operate and fatally injure the Worker when the Owner made the electric and pneumatic connections.