

11.—Persons Killed or Injured on Railways, by Specified Cause, 1959-61

Class of Person and Description of Accident	1959		1960		1961	
	Killed	Injured	Killed	Injured	Killed	Injured
ACCIDENTS RESULTING FROM MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS						
Class of Person—	No.	No.	No.	No.	No.	No.
Passengers.....	9	151	2	151	1	73
Employees.....	30	1,092	24	895	22	881
Trespassers.....	65	56	52	63	46	67
Non-trespassers.....	196	505	183	463	159	419
Postal clerks, expressmen, etc.....	3	14	1	14	—	11
Totals.....	303	1,818	262	1,586	228	1,451
Description of Accidents (Employees and Passengers only)—						
Coupling and uncoupling.....	—	50	—	47	2	55
Collisions.....	15	188	6	182	4	87
Derailments.....	4	44	4	34	—	19
Locomotives or cars breaking down.....	—	18	—	8	—	2
Falling from trains or cars.....	2	80	4	52	1	46
Getting on or off trains.....	1	247	2	207	2	245
Struck by trains, etc.....	11	17	3	9	6	9
Overhead and other obstruction.....	3	26	—	19	—	14
Other causes.....	3	573	7	488	8	477
Totals.....	39	1,243	26	1,046	23	954
ALL OTHER ACCIDENTS						
Class of Person—	No.	No.	No.	No.	No.	No.
Stationmen.....	—	239	1	215	3	320
Shopmen.....	3	739	1	545	7	590
Trackmen.....	8	760	5	668	7	693
Other employees.....	1	426	2	360	1	336
Passengers.....	—	42	—	64	—	55
Others.....	1	52	1	53	3	59
Totals.....	13	2,258	10	1,905	21	2,053

Subsection 4.—The Canadian National Railway System*

In view of the interest in Canada's publicly owned railway, the Canadian National Railway System is given separate treatment in this Subsection. Its history is presented in a special article published in the 1955 Year Book at pp. 840-847. More detailed information than can be given here is obtainable from DBS annual report *Canadian National Railways* (Catalogue No. 52-201).

Financial Statistics.—The original financial structure of the CNR and the steps taken through the Capital Revision Acts of 1937 and 1952 to alleviate the burden of interest debt undertaken by the company on its formation in 1923 are described in the special article mentioned above. Briefly, the Capital Revision Act of 1937 wrote off all loans that had been made to cover deficits and also unpaid interest on loans, and certain loans made for the purpose of additions and betterments were converted to equity capital, relieving the CNR from paying fixed charges on this amount. Under the 1952 Capital Revision Act, 50 p.c. of the company's interest-bearing debt was changed to preferred stock on which, after settling income taxes, a dividend of 4 p.c. is paid on earnings. Also, for a term of ten years ended Dec. 31, 1961, the Railway was not obliged to pay interest on

* The Hudson Bay Railway, formerly managed and operated for the Federal Government by the CNR, was absorbed into the Canadian National Railway System on Jan. 1, 1958, to be operated in the same manner as other Canadian Government railway lines. Statistics of the Hudson Bay Railway are therefore included with CNR data for 1958 and subsequent years.