

10.—Persons Killed or Injured on Railways, by Specified Cause, 1961-63—concluded

Class of Person and Description of Accident	1961		1962		1963	
	Killed	Injured	Killed	Injured	Killed	Injured
ACCIDENTS RESULTING FROM MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS—concluded						
	No.	No.	No.	No.	No.	No.
Description of Accidents (Employees and Passengers only)—concluded						
Derailments.....	—	19	1	30	3	82
Locomotives or cars breaking down.....	—	2	1	7	—	—
Falling from trains or cars.....	1	46	2	37	4	41
Getting on or off trains.....	2	245	1	211	7	231
Struck by trains, etc.....	6	9	3	11	6	14
Overhead and other obstruction.....	—	14	—	18	—	16
Other causes.....	8	477	10	536	1	536
Totals.....	23	954	19	933	25	1,010
ALL OTHER ACCIDENTS						
	No.	No.	No.	No.	No.	No.
Class of Person—						
Stationmen.....	3	320	2	431	2	514
Shopmen.....	7	590	2	558	1	457
Trackmen.....	7	693	6	642	4	680
Other employees.....	1	336	4	359	3	261
Passengers.....	—	55	—	64	—	55
Others.....	3	59	6	62	1	39
Totals.....	21	2,033	20	2,116	11	2,006

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. 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 1955 Year Book, pp. 840-847. 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 Jan. 1, 1962, the Railway was not obliged to pay interest on \$100,000,000 of its long-term debt. The Government is authorized to buy additional preferred stock annually in amounts related to the company's gross revenues. As a consequence, the proportion of total capitalization represented by equity capital in shareholders' account was raised from 34.5 p.c. at Dec. 31, 1951 to 67.2 p.c. at Jan. 1, 1952, and the proportion of borrowed capital was correspondingly reduced. By the end of 1963, the proportion represented by equity capital in shareholders' account was just under 50 p.c.

* 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.