

Chapter 764

Railroad Employes

764.110

NOTES OF DECISIONS

The purpose of the full crew law is to protect the safety of employes and passengers, presumptively at least against dangers incident to railroad operation in Oregon and not in other states. *Union Pac. R. Co. v. Anderson*, (1941) 167 Or 687, 120 P2d 578.

FURTHER CITATIONS: *Oregon, Calif. & E.R.R. v. Blackmer*, (1936) 154 Or 388, 59 P2d 694; *Bangor and Aroostock R.R. v. Bhd. of Locomotive Firemen and Enginemen*, (1966) 253 F Supp 682; *Spokane, Portland and Seattle Ry. Conductors and Brakemen v. Order of Ry. Conductors and Brakemen*, (1967) 265 F Supp 892.

ATTY. GEN. OPINIONS: In what case section applies, 1920-22, p 380; trains considered passenger and freight trains under statute, 1922-24, p 580; application for statute relating to full crew on train, 1926-28, p 586.

764.150

NOTES OF DECISIONS

"Light repairs" are minimum repairs made to keep locomotives in operating condition and in compliance with the regulations of the Interstate Commerce Commission, using only portable hand tools and only short and intermittent periods of work. *Southern Pac. Co. v. Brown*, (1956) 207 Or 222, 295 P2d 861.

764.160

NOTES OF DECISIONS

A railroad could not escape liability for a conductor's arrest of a sober passenger on the pretext that he was drunk, on the ground that the conductor was acting as sheriff and had laid aside his character as defendant's servant. *Spain v. Ore.-Wash. R. & Nav. Co.*, (1915) 78 Or 355, 360, 153 P 470, Ann Cas 1917E, 1104.

764.330

LAW REVIEW CITATIONS: 1 WLJ 212.