Triumphs of Painting and Delicate Embossing.

Work in the Southern Pacific Paint-Shop, and the Patience and Care Required to Do It—Scraping Old Cars and Polishing New Ones—How Paint and Varnish Are Applied—Glass Embossed and Etched—The Hydrofluoric Process—Mystery of the White Acid—The Men Who Perform the Work.

Probably the most careful, conscientious and withal pleasing work performed by any of the mechanics in the Southern Pacific shops in this city is turned off by the painters. Theirs is an ancient craft and a noble one, and it is proposed to give in this article a synopsis of the work they do and how they do it.

While the general features of building a car have already been given, the best creations of the painters are expended upon passenger cars or sleepers. The painter is a peculiar sort of man, too, and wants to know each and every sort of piece his brush is destined to touch up. So it will be well to give the salient features of a passenger car so that the painter may be given a fair start and no favors.

Briefly, then, a passenger car is from 45 to 50 feet in length, 9 feet 7 inches wide and 7 feet 6 inches high, all over.

There are to each car from 30 to 32 seats. Then there are 9 iron and 60 wooden main top carlines running from the plate to the deck sill, besides 30 clear story carlines which connect the two clear story plates, to which are fastened the roof lining. A hood extends over each platform as a protection from the weather, and everyone who has ever examined one of these same hoods will perceive at once that the painter has expended his best strokes upon it, and has given an idea of what may be expected upon the inside.

The two end doors, which as well as the panels and other trimmings on the inside of the car, are composed of Spanish cedar, must be adorned, and there is a window for each seat, as well as magnificent panels and embossed plate glass, all of which are the direct product of the workers in the paint-shop, so far as coloring and embossing is concerned.

So from the floor to the clear story and from platform to platform the painter must apply the finishing touches, and when his work is done you have a marvel of beauty and elegance which is to be surpassed nowhere in the United States.

The paint-shop is not confined to the painting, polishing and varnishing of cars by any means, though that, of course, is the principal feature. Here every ounce of compounded or colored paint is prepared for immediate use at any and all points and for all purposes whatever in the Pacific system.

The paint mixers have a room of their own, which is a recent addition to the shop, and the mixologists employed are adepts at their business.

And in another room five mills are kept constantly at work grinding paint, that is, preparing the crude article by grinding in oil or japan, and the necessary dryers, preparatory to being turned over to the mixers. Each mill is supplied with a water jacket into which there continually pours a stream of cold water which is necessary to keep the mill cool and avert disaster in the form of fire. Here is ground all the paint for the entire system, and from the Sacramento shop it is shipped to all points in cans and cases especially prepared for the purpose.

Then, too, there is a furniture room where all the furniture used by the Southern Pacific system receives the finishing touch; and an inside finishing room where all the removable parts of passenger and sleeping coaches are brought to receive the varnish and paint which make them such pleasing objects and enhances their value.

There is another room set apart in which all doors, sash and blinds, sent in for repairs, are thoroughly scoured before being passed on to another room where they receive their coats of paint and varnish, and set into racks to dry. In this last room one side of the wall was formerly used to stretch car cloth head lining upon for the purpose of painting, but the head, or top, lining of a car is now made of wood and the unbleached muslin (painted) tops have now become obsolete. There are still many of them in service, but their manufacture has recently been discontinued. They, however, answered their purpose very well and lasted longer than the wooden tops are expected to last, but were unsafe in case of fires. Several are still in use which were first placed in the cars as far back as 1869.

One of the most interesting features to be seen in the paint shop is the glass embossing and etching department. Here one sees glass of various thickness cut into all sizes and shapes for use as door and window glass, ventilators, mirrors, and the hundred and one other things about cars for which glass is used.

Only a few years ago almost all etching and frosting was done by means of the sand blast. The device was very simple, but never very satisfactory. The rubber design was merely spread upon the glass, which was then exposed to a withering blast of sand shot by air pressure until the exposed parts of the glass was worn away, after which an emery block was placed upon it and it was worked over until it had the appearance of frosting. That method is, however, obsolete, and to-day the hydrofluoric and white acid processes are the only ones used to secure the results desired, and they have proven eminently satisfactory.

To begin with, hydrofluoric is the only acid in the world which will attack glass, and it has been made a good servant to the glass-workers. A preparation is made with hydrofluoric acid as the principal ingredient, which is called white acid, and both the former and latter have their work to perform in making different patterns, as will be seen.

The glass is prepared by being covered with a coating of beeswax and tallow, which is impervious to the acid, and then on the side upon which the design is to be worked a sheet of lead foil is spread and pressed down. Lead foil is one of the other things which are impervious to the action of the acid.

Then a pin-pricked pattern—the one desired—is spread on the foil and it is pounced by a bag filled with whiting much after the manner in which a woman powders her face, but with the result that a tiny speck of whiting penetrates each of the punctures, and when the pattern is lifted a delicate tracing of the pattern is outlined on the tinfoil which covers the glass.

Then the cunning craftsman takes a foil cutting knife and dextrously follows each tracing to the ends, after which he as dextrously plucks from its place each detached piece of foil, and the design is laid bare upon the glass while all other parts are still carefully guarded by the aforementioned lead foil.

Then the glass plate—the back of which is still protected by its coating of beeswax and tallow—is immersed into a vat of hydrofluoric acid, where it is left for about two and one-half hours before being drawn up, when a transformation will have taken place. The exposed parts of the glass will have been eaten down to a depth of from one-sixty-fourth to one-thirty-second of an inch, and presents a sort of waved or rather a granulated appearance. In other words, one would expect to see through it readily, but will discover when he tries that so many several deflections have been cut by the action of the acid that the object on the other side is a blur, while the glass is apparently clear and smooth.

The design may now be considered as finished, but the work of frosting has not yet been begun, though it is quite simple. An emery block is moistened and placed upon the glass, from which the remaining portions of lead foil has been removed, and the glass-worker begins a regular, steady and even grinding upon the smooth surface. The design, which is lower than the remainder of the surface, remains unscathed, but millions of the most delicate scratches are traced upon the rest of the plate, and when the emery block is raised and the dust washed away another transformation has taken place, and your smooth surface is covered with a frosting as fine as silk.

Now the composition of white acid, which makes possible the second process used by the glass-workers of the Southern Pacific shops, is something of a secret—considerable of a secret, in fact, and not above twenty-five men in the United States are in possession of it to-day, among that number being Michael T. Coppersmith, who, under Foreman Fitch, has charge of the embossing-room.

The second, or white acid process, is just the reverse of the hydrofluoric. The glass is prepared precisely the same as for the latter process, but after the pattern has been cut into the foil the lead is left covering the design portion and the main body is left bare and exposed to the action of white acid, into which it is dipped and left for about six minutes, when it is withdrawn and the exposed parts have been etched into a frostwork such as would have been impossible to make with an emery block.

Then the remainder of the foil is removed, the glass carried into another room, where it is carefully cleaned and polished, and you find that the frost work incloses the design, which is still clear and transparent, and your panel or doorplate is ready to be put into its frame. In the latter process you will find that the pattern is somewhat raised above the main body of the plate instead of lowered, as it is under the hydrofluoric process.

The systems now in use for etching glass are economic as well as convenient. All designs were formerly sent from the East and a stock was often carried which would fall into disuse before they would be needed. Each design is marked out upon blue prints, and from these the pricked tracery patterns are taken. The books show that there are now in the shop 264 blue print designs, for each of which there is a pricked pattern, any of which may be duplicated upon glass at a few hours' notice. It may here be said that all pattern cutting is done free hand and the man who wields the knife has nerves a surgeon might envy.

Then in another room mirrors are made and framed for use all over the system, while in still another glass seals are made for car locks. This is an innovation, and is at once a handy arrangement and an excellent detective, if any tampering with cars. The seal is merely a piece of glass one by two inches in size, on which is pasted a slip of paper bearing the name of a station from which the car has been dispatched and the number of the seal. This is set into a depression in the body of the lock and a strong band slide holds it in place. Beneath the glass is the keyhole of the lock, and before the lock can be opened the glass seal must be broken. An order for 200,000 seals was recently received, but as yet only 31,000 have been made, though the work is going forward as rapidly as possible.

In painting, as in all other work, the foundation is an important factor, and the priming, or first coat, is the foundation. If the first coat, then, is not of durable material, no matter how good the stock is which overlays it, proper service will not be got from the article painted. The first coat should, and in the painting of cars always is, of the best linseed oil and lead, or of a material called "A" primer of the "A, B, C" system of painting. Between the two materials there is but little choice, though for some reason linseed oil stands pre-eminently forward as the standard foundation of all painting.

Much can be said in favor of the "A, B, C" system, nevertheless. It is the safest and quickest method known for doing a neat piece of work, and while it may not be more durable than the lead and oil system, neither is it cheaper, but the oil system is used almost exclusively in the manufacture of cars and carriages.

The method of painting a new first-class passenger car is as follows: First, priming coat of lead and oil, or "A" primer; second, coat of quick drying lead paint, or "B" paint; third, puttying all nail holes and other indentations; fourth, coat of lead paint, quick drying, of the lead and oil system; fifth, three or four coats of rough stuff or the same number of coats of paint of the "A, B, C" system.

Then there is applied a very light coat of black or dark stain, called the guide coat. Following this, the next thing to be done is to rub the whole surface of the car with lump pumice-stone and water. This process lays a smooth surface, and in order that a perfectly even surface may be secured, the dark stain was applied. If there be an inequality in the surface the dark stain will show through after the rubbing process, and again the workman rubs and rubs until it disappears and the surface is as smooth as glass. The laborer knows that his surface is smooth and true only when all of the guide coat stain has been removed.

This work, to be properly performed, requires experience, and for this reason is always intrusted to the same man or set of men as far as is possible.

This rubbing process over, the next step is to sandpaper the surface with the finest variety of paper made, and then three coats of color are applied with a camel hair coating brush. These coats are called the "Pullman car body color," and are of a dark olive green, bordering on a brown.

The car is now ready for enameling and lettering, and if a sleeper, it is done in scrolls and elaborate striping, executed in gold leaf. If a day, or passenger coach, it is done in gold stripes and lettering, but in passenger coaches the elaborate scroll work is fast becoming obsolete, and is considered as no longer being in good taste.

Following this process comes the varnishing. This consists of three separate coats, applied from three to four days apart. This requires great care, for the newly varnished parts must be kept entirely clean. No grit or sand must touch the varnish, or the effect is spoiled and the work performed will not prove at all satisfactory. One not familiar with the work could hardly realize the care necessary to produce the beautiful results we see in passenger and sleeping coaches.

The interior of the car requires as much care and skill as the exterior to produce like results, and the rule is to have each part blended with its neighbor so that the whole is refined and softened, giving that smooth, easy, elegant appearance to be seen in most railway palaces.

Some portions of the interior of sleeping cars, such as the front facings of bunks and more prominent panels, are treated to a thorough rubbing with rotten stone and water, in addition to the rubbing with the pumice stone, and the process gives the parts the high polish so seldom given to woods.

In addition to all this work comes the polishing, painting and varnishing of window-sash, blinds, facings and all removable parts which enter into the construction of a first-class car, and upon which the same care and skill is expended as is necessary to paint the remainder of the car.

To paint a car properly the time consumed is thirty days, yet instances have occurred when a car has been turned out in half of that time. These, however, were emergency cases—usually when special or private cars were required for the use of railway officials.

The last, though not the least important, factor in painting a car is a good, durable varnish. If a poor article be applied to a newly painted car the result would be labor thrown away and skill expended in vain.

And all this work is necessary to paint a new car; but it is the old car that is sent in for repainting which tries the painter's very soul. The care and patience required to clean off and touch up the color of an old car is, indeed, trying, and can be realized only by the men who do it. It may not be generally known that this work falls to the lot of the best mechanics to be found, and that here the best of judgment is required. There is no set work to be performed as there is on a new car, and your old car is a puzzle from beginning to end. You will find that one thing is a little too good for your repaired car, and another not good enough, and between the two a master mechanic is often at fault. It is then that the workman's judgment is taxed to the uttermost, and such problems crop up to be passed upon every day in this hive of industry—the paint-shop of the Southern Pacific system.

The life of the paint spread upon a car is estimated at about eight years, and it is the rule to overhaul and repaint or revarnish, or both repaint and revarnish each and every first-class coach in service every year, so that at the end of those eight years the car will have been covered with from eight to ten coats of paint and about seventeen coats of varnish. Then in order to overhaul the car all this paint and varnish must be removed down to the wood. This is done by shriveling and loosening the paint and varnish by exposing it directly to the influence of a gas or gasoline flame, which the workman applies with one hand while he diligently plies the scraper with the other, and when the old paint and varnish has been finally removed the work of smoothing the woodwork preparatory to once more receiving its coating of paint is a huge undertaking as compared with that required on a new car.

The men who are employed in the paint shop may justly be placed among the foremost mechanics in the city, and their names follow:

W. C. Fitch, Foreman and Master Painter.
G. F. Dickerson, Assistant Foreman.
Charles Day, Timekeeper.

C. Akerman,	A. Kreuke,
C. Bohmen,	H. Kay,
R. Barry,	J. Kehrer,
Wm. Beckett,	James Kyne,
J. Beane,	C. F. Lyon,
T. J. Baker,	J. W. Leitch,
G. J. Barron,	D. W. Lawler,
H. G. Bidwell,	F. Ludford,
C. P. Blankenship,	F. Lomond,
P. J. Brogan,	A. La Pierre,
C. M. Baker,	A. Lerch,
D. W. Crabbe,	J. R. Martyr,
W. H. Cass,	V. Metoyer,
H. F. Chapman,	J. A. McMartin,
M. T. Coppersmith,	L. Makree,
G. R. Chapman,	J. C. Murray,
R. Coggeshall,	J. H. McManus,
J. M. Callahan,	G. C. Martin,
Wm. Day,	W. B. Oldfield,
W. R. Daley,	G. S. Olive,
C. Dassonville,	R. B. Prideaux,
E. Douglas,	H. Payne,
T. Dwyer,	James Parrott,
J. T. Dilke,	P. P. Quinn,
E. B. Duffee,	Thomas Quinn,
R. J. Day,	P. Relley,
I. Ellsworth,	E. Rath,
J. C. Farley,	L. Russell,
W. M. Fellows,	J. F. Russell,
W. L. Fitch,	F. Ross,
R. Falkinburg,	W. A. Richmond,
E. Gravel,	C. B. Stocks,
M. Golden,	R. Stocks,
Wm. Griggs,	W. Schoemaker,
C. M. Hines,	J. H. Shorrock,
J. J. Henry,	J. Schafer,
J. Hogan,	W. Surgeson,
James Healey,	N. H. Tariel,
M. Harney,	W. H. H. Thompson,
E. G. Holmes,	George Vassels,
F. E. Haswell,	C. A. Wahlander,
G. Hopkins,	F. A. Wallace,
H. Ingham,	J. T. Watson,
Charles Joy,	F. G. White,
M. L. Jenkins,	H. H. Walker,
Wm. Kipper,	J. Wright.

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ACCUSATIONS SET ASIDE.

Important Decision by Judge Hinkson Yesterday.

The Supervisors Could Not be Compelled to Give Evidence Against Themselves.

A very important decision was rendered yesterday by Judge Hinkson, vacating and setting aside the accusations filed by the Grand Jury against the members of the Board of Supervisors. It is long and exhaustive and orders them resubmitted to the next Grand Jury. It is as follows:

In the Superior Court of the county of Sacramento, State of California—The People of the State of California vs. John F. Dreman, J. W. Todd, J. M. Morrison, William Curtis and Thomas Jenkins.

The Grand Jury of the county of Sacramento presented and filed in this court accusations against the defendants for violations of their official duties as Supervisors of said county.

The defendants moved the court to set aside and dismiss each of the said accusations upon the grounds following, to wit:

I.

That said accusations were not found indorsed or presented as provided by the Penal Code of this State.

II.

That when the charges against said defendants and each of them, which forms the subject of the accusations, was being examined and considered by the Grand Jury which found and presented the accusations, the said Grand Jury summoned each of said defendants before that body as witnesses against themselves, and compelled them to testify upon said charges, and compelled them to furnish testimony against themselves, and to testify in said matters then being considered by said Grand Jury, after which, upon said testimony so furnished and given by said defendants, these accusations were found, filed and presented in violation of Section 13, Article I., of the Constitution of the State of California, and also in violation of Amendment V. of the Constitution of the United States.

The several motions were heard together, and each of the defendants were sworn and examined as witnesses in support thereof, and each testified that he was subpenaed to appear before the Grand Jury as a witness, and that he was examined and testified as to the subject matters upon which the accusations were based; that he was not advised that he need not testify unless he chose to do so, and that he gave his testimony in response to questions asked him because he thought it was his duty to do so.

When the matters were argued orally by counsel for the respective parties and submitted with leave to the District Attorney to file a brief in opposition to the motions, after which he stated that he did not care to file any brief, but would submit the matters on his brief filed in the matter of the motion to set aside the indictments against I. J. Simmons et als., recently decided by this court, and which involved some of the same questions that are here involved.

The first point is not well taken because the accusations are in form, substantially, if not in strict conformity with the law, and they were indorsed and presented as provided by the Penal Code of this State.

As to the second point that the accusations should be set aside because the defendants were subpenaed and required to testify before the Grand Jury as to the facts upon which the accusations were based, the question differs somewhat from the question that was involved in the case of the indictments against I. J. Simmons et al., as I held in that case, the law is well settled that an indictment found against a person by a Grand Jury, which had subpenaed him before that body and had him sworn and examined as to the subject matters upon which the indictment was based, unless it clearly appeared that he had been informed of his right to refuse to answer any questions, and that his testimony was given freely and voluntarily and without any restraint whatever, must on motion of the defendant, be set aside.

It is contended, however, by the District Attorney that an accusation is in the nature of a civil proceeding, and that, therefore, the rule that applies in cases of indictments found as above stated does not apply here, and he contends that such a rule would tend to obstruct the administration of justice.

In determining questions of law it is not the province of the court to legislate into its decisions any provisions to remedy any defect that may exist in the law, but its plain duty is to declare the law as it finds it, and it is the special duty of the nisi prius courts in all cases to adopt as law the rule laid down and presented by the Supreme Court, and in this matter the Supreme Court of this State has relieved me of any responsibility except to adopt the law as it has so very clearly and unquestionably declared it. It will be borne in mind that as stated in my opinion rendered in the matter of the indictment against Simmons et al., that Grand Juries are component parts of the court, which has control and jurisdiction over them, and that the same rules of evidence applies to Grand Juries that controls the courts, and it necessarily follows that if a defendant cannot be required to give testimony against himself on the trial of an accusation presented against him by the Grand Jury he cannot be required to give testimony before the Grand Jury to enable that body to find and present an accusation against him.

In the case of Thurston vs. Clark, 107 Cal. 285, an accusation was filed in the Superior Court of Glenn County against the defendant to remove him from the office of Sheriff of that county for alleged malfeasance in office, and on the trial the defendant was required to give testimony against himself, and at page 288 of that decision the Supreme Court says:

"Section 13 of Article I. of our Constitution, following a like provision in Amendment V. of the Constitution of the United States, declares that no person shall be compelled, in any criminal case, to be a witness against himself.

"Removal from office under the summary proceeding provided for by Section 772, supra, is a punishment for wrong-doing by the class of officers designated in Chapter II. of Title 2 of Part 2 of such code."

There are two methods of prosecution for willful or corrupt misconduct in office provided by Chapter II.

One is an accusation in writing presented by the Grand Jury stating the offense charged in ordinary and concise language, under which the accused is entitled to, and must be tried by a jury, and, upon conviction, the judgment is that the defendant be removed from office. (Penal Code, Sections 758-70.)

The other method is the summary method provided by Section 772 of the same chapter, supra.

In all essentials of cause and effect the latter is a criminal proceeding equally with the former. The proceeding is a nondescript, but resembling somwhat a qui tam action.

But whatever its garb, it is in body and spirit in its aim and object a process for the punishment of crime. When the Constitution declares that no person shall be compelled in any criminal case to be a witness against himself, it must be construed to apply to all cases in which the action prosecuted is not to establish, recover, or redress private and civil rights, but to try and punish persons charged with the commission of public offenses.

A criminal case is an action, suit, or cause instituted to punish an infraction of the criminal laws, and with this object in view it matters not in what form a statute may clothe it, it is still a criminal case, and the person charged therein is protected from being an enforced witness against himself by the aegis of the Constitution, National and State.

This whole question was considered, and, as we think, set at rest by the Supreme Court of the United States, in Boyd vs. United States, 116 U. S. 616.

The proceeding was one in rem to establish the forfeiture of certain goods alleged to have been fraudulently imported without paying the duties thereon, pursuant to an Act of Congress.

The law authorized the court, on motion of the Government attorney, to require the defendant to produce in court his invoices, etc., or, upon failure to do so, the allegations of the prosecution as to their contents were to be taken as true.

The court made an order accordingly, and the defendant produced the invoice, but excepted to the action of the court upon the ground that the Act of Congress was in violation of the Constitution.

Bradley, J., in an elaborate opinion reversing the judgment, after stating that under the Act the prosecution might have proceeded by indictment against the defendant, proceeds as follows: "If the Government prosecutor elects to waive an indictment and to file a civil information against the claimants—that is, civil in form—can he, by this device, take from the proceeding its criminal aspect and deprive the claimants of their immunities as citizens and extort from them a production of their private papers, or as an elternative, a confession of guilt? This cannot be. The information, though technically a civil proceeding, is in substance and effect a criminal one."

The court adds: "We are further of opinion that a compulsory production of the private books and papers of the owner of goods sought to be forfeited in such a suit is compelling him to be a witness against himself, within the meaning of the fifth amendment of the Constitution."

In the later case of Lees vs. United States, 150 U. S. 476, which was a civil action in form, to recover a penalty for importing an alien under a contract to perform labor, etc., the defendant was called and compelled to give evidence in favor of the Government.

Justice Brewer in disposing of this branch of the case, said: This, though an action civil in form, is unquestionably criminal in its nature, and in such a case a defendant cannot be compelled to be a witness against himself. It is unnecessary to do more than to refer to the case of Boyd vs. United States, supra, etc.

It follows that the action of the court in requiring the defendant to give testimony against himself was in violation of the right guaranteed to him under the Constitution.

The law is so clearly laid down in this case that my duty to grant the motions to quash and set aside the said accusations cannot be doubted, and it is therefore ordered that each of said accusations be, and the same are hereby quashed, vacated and set aside, and that said accusations and the subject matter thereof be referred to and resubmitted to the next Grand Jury to be empaneled in Sacramento County for its consideration.

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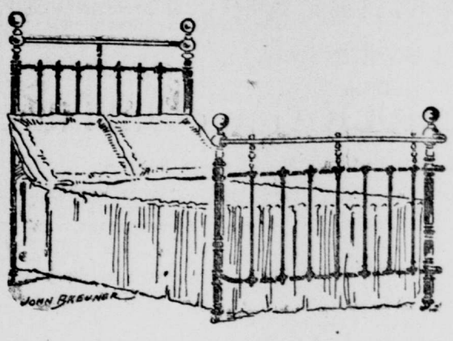

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Good Quality,
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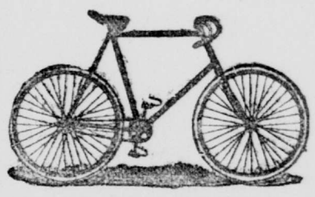

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ALSO FINE OLD PORTER,
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