

Dactylograms Under Any Other Name Would Still Mean Finger Prints

(A Story of the Special Agents)

ASK the average man what a "dactylogram" is, and he will probably retort: "All right; now you give me a thirty-six letter word meaning the Scandinavian Goddess of the Washtub!" But the truth of the matter is, a dactylogram is an impression taken from a finger; a fingerprint.

Mention the word "fingerprint" to the average man, and he immediately gets a mental picture of crooks and prison bars, perhaps for the reason that police departments have made a very extensive use of the fingerprint system to aid them in the detection of crime and the recording of criminal deeds, and newspapers have devoted large space to this phase of the science.

That "finger printing" is a science one can have no doubt after listening to J. E. Duran talk on the subject, and examining several of his files and specimens. Mr. Duran is Special Agent for the Frisco Lines, with headquarters at Fort Worth, Texas, and has made an exhaustive study of dactylography. In fact, it is not only a part of his business, but obviously his chief hobby. If you desire to see Joe Duran go into a trance, don't experiment with a cross-word puzzle, but slip him a fingerprint, and he will become absorbed in it to the exclusion of all other matters until he has memorized all the curlicues, arcs, blind alleys, twists, "breaks" and hillocks to be found with the aid of a powerful magnifying glass.

It is Mr. Duran's prediction that before many years every person in the United States will have their fingerprints taken and kept on file at a central bureau, probably at Washington. For the fingerprint, according to him, is valuable in other ways than in the detection of crime. For instance, in many accidents the victims are not identified, and in other cases, persons become afflicted with loss of memory and are unable to identify themselves. With a central bureau of fingerprints it would be a simple matter to make a positive identification within a short time, merely by mailing to the Bureau a picture of the victim's fingertips. It is conceivable that the pictures might be telegraphed, or even radioed, and only a few minutes consumed in making the identification, no matter in what part of the United States the person might be.

Mr. Duran is such a firm believer in the merits of the system, that he has made and keeps on file, the fingerprints of every member of his family, and several of his friends.

Many interesting cases could be cited to show the

results obtained in the detection of crime; and dentally, Mr. Duran has on file a copy of the fingerprints of the first person convicted of crime by this method in the State of Oklahoma. This was a man who was captured and identified by Mr. Duran by means of certain smudge marks left on a window glass which was broken.

But perhaps the most interesting case, from a road standpoint, as well as an odd example of peculiar "motive," to be found in Mr. Duran's collection, does not involve the use of fingerprints at all.

One day in the early part of 1921, Mr. Duran received a wire from his superior officer reading as follows:

"Reported rerailing frog found wired on rail W—— last night. Unable to get name of party making report. Sent engine out there and found frog where party reported it. Investigate."

Upon repairing to W——, Mr. Duran began his investigation, and later in the day was handed a letter from the Division Superintendent, written by one O. T. Miller (I am not giving the exact name, for good reason), which read as follows:

"FRISCO RAILROAD CO.

Dear Sir:

Last night while coming along the track between the Blue Cut Spelter and a Coal Mine I met with something that looked like mischief and think hereafter the men in the cab should keep a close look out. Well as I was coming along I caught my foot on a wire which led me to discover a "Derail" tied to the track, which I managed to get off to clear the 7:10 north passenger—the engine was not more than 100 feet away when I got it off and I don't believe the engineer or fireman seen me for they never whistled. Now I am telling you of this so you will know how near the 7:10 came of being ditched and I am proud that I cleared the way. I don't want anyone to know that I was the one that prevented the accident, for if they do they might take revenge on me so please don't publish my name as I am well known around here.

Yours truly,

O. T. Miller.

P. S.—I will tell the Section Foreman where the piece of iron lays so he can see to it. It is an iron weighing about 150 or 175 lbs."

Important court matters called Mr. Duran away from W—— the next day, and upon his return he

was handed a letter which had been found at the Express Company's office that morning. The envelope was marked as follows: in the upper right corner appeared the word "S-T-A-M-P," together with a large rectangle in which was printed the letters "I. W. W." In the center was: "ONE OF THE GANG," and in the lower left corner the words: "UNDER DOOR MESSAGE." On the inside of this envelope was a piece of heavy wrapping paper on one side of which was printed with a soft lead pencil, like the envelope:

"GO TO SAME PLACE AND WAIT OVER WEST BANK I WILL FIX WOOD BLOCK SOME ONE TOLD KING SNIPE OF OUR RALE AND HE COPEd IT SO WE HAVE TO USE WOOD. I HEARD O. MILLER IS THE ONE THAT SQUIELD, IF YOU SEE ANY ONE COAL COCK HIM. DO YOU KNOW MILLER IF YOU DO KNOCK HIS HEAD OFF. BE CAREFUL. WE WILL SPILL THE 10:45.

PASSWORD G— D— THE R. R. MAGNETS (Over)"

On the reverse side was the following:

"DO NOT FAIL BURN THIS NOTICE SPIKE-EX. BIRD (IWW)

I DON'T KNOW HIM THE GUY THAT JIMED OUR JOB DOES HE LIVE HEAR FIND OUT."

Now, naturally, in a case of this kind, the men responsible for the safe operation of a railroad could not remain idle. If, as was apparent, evil forces were at work to destroy property and endanger lives, quick action was necessary to prevent it. This happened to be a period when social unrest was boiling on every hand. Numerous depredations were being reported daily; wrecks were by no means uncommon; and lives were being lost. It was a physical impossibility to guard every foot of roadbed. The only way to prevent disaster was to run down, if possible, the man or men who planned to "spill the 10:45."

Mr. Duran interviewed the section foreman, who showed him the spot where the rerailling frog had been found. He next got hold of Mr. Miller, who described the finding of the frog wired to the rail, and showed him where he had found it and removed it, "while the 7:10 train was not more than 100 feet away."

Mr. Duran noted one slight discrepancy; the spot where Mr. Miller said he untied the frog, and the spot where the section foreman had found the frog, were about a quarter of a mile apart.

He noted another incongruity: the roadbed along here was of extremely solid and compact construction. In order to wire a frog to the rail, it would first be necessary, to dig out some ballast to get a wire under

and there was not a single place along the line where this had been done.

Mr. Duran called Mr. Miller into the sheriff's office and requested him to print the following words with a soft lead pencil:

"SPIKE GAG GANG STAMP UNDER DOOR."

Nothing further was necessary! It required no expert to determine that the man who wrote the "IWW" letter and the man in the sheriff's office were one and the same. The peculiar characteristic formation of the various letters, particularly the "S", "R" and "G", demonstrated beyond doubt that Mr. Miller was the author of all of them. And in fact, he confessed. He wrote and signed a brief confession that the whole thing was a fake, and in conversation with the sheriff and Mr. Duran, admitted that the reason he did it was to "create a little excitement, draw attention to himself, and probably get a job as a railroad detective."

As Mr. Duran wound the matter up in his report to Samuel Allender, chief special agent: "Miller is considered by his acquaintances as one who is not overly endowed with intelligence, but just a harmless, in-offensive person."

Which, if you ask me, is no recommendation for a man who wants a job as special agent on the Frisco.

THE NEW PARLOR CARS

That oft abused term, "travel de luxe," may be appropriately applied to the comforts and conveniences of the handsome new parlor cars now in use between St. Louis and Memphis—and return—on the daylight trains, Numbers 801 and 802.

Built within the Frisco's own shops at Springfield, the new parlor cars, with Fred Harvey dining service, are the last word in this type of transportation equipment.

Comfortable easy chairs offer the parlor car passengers all the delights of a club, while a feature is the serving of meals to one without the passenger being obliged to move from his seat. This is accomplished by means of removable individual tables.

At one end of the car are two tables for the serving of chair car and day coach passengers, making it unnecessary for these patrons of the dining car service to pass through the parlor section of the car, avoiding all crowding and discomfort to passengers seated in the chairs.

The initial trip of the new cars was made on January 8th, and they have found immediate favor with the traveling public. No route in the United States offers more in the way of attractive scenic beauty than that between St. Louis and Memphis, with the resultant view of the Father of Waters for many miles of the trip.

WHAT THE YEAR HAS SEEN IN SPLENDID FUEL PERFORMANCES

By ROBERT COLLETT, Fuel Agent

ONE year ago we set out to accomplish certain things in fuel saving for 1924. We were given a certain goal to reach, which meant an average reduction in unit fuel consumption of twelve and one-half per cent. Expressed in another way, it meant that if we were to reach our goal, we were to make seven scoops of coal do the same work for which eight scoops were required in 1923. It is most gratifying to us all to know that result has been achieved through the splendid co-operation of all departments and individuals concerned in the use of fuel.

This month's issue of the Magazine completes the twelve-month showing as expressed by the fuel chart. In the lower right hand corner are the figures for the System. It will be observed, there is a wide gap between the 1923 and the 1924 actual performance in each class of service. This means that due to a reduction in pounds of coal used per 1,000 G. T. M., per passenger car mile, and per switch locomotive mile, a total of 289,698 tons or 5,974 cars less coal were used than had the same unit consumption obtained as in 1923—or a train of 100,000 ton capacity cars reaching from St. Louis to St. Clair, Mo.

That record is behind us. Naturally, it is something to be proud of. But we are now all set for 1925. The money saved in fuel in 1924 has been, or will be put into the property to improve conditions and give us better locomotives and provide improved facilities.

We can scarcely hope to make the same relative improvement in 1925 that we did in 1924 over 1923, but we have learned a great many things in our 1924 campaign, and there is no question but that we will profit by them in 1925. The standard or goal that has been set for 1925 (and which will be shown on the fuel conservation blackboards at all of the terminals) will mean, if we can reach this mark, a further saving over the 1924 record of about 6 2-3 per cent; or, in other words, making 15 scoops of coal do what 16 scoops were required to do in 1924. If so, this means that we will have a greater percentage of through freight business and of time freight movement.

We accomplished something in improving the quality of our coal over 1923; our locomotive conditions improved, and many conditions contributing to delays and unnecessary switching were overcome.

Our engineers, firemen, trainmen, and all concerned, have contributed a wealth of good suggestions, and through their personal effort in trying to give the best performance possible in the handling of the trains and locomotives, and educating the men of lesser experience, were no doubt the greatest factor of all in the splendid results in 1924. We need only to continue our improvements and our efforts in this direction. Let us all try to make the fuel meetings more productive of results, strive for a better attendance and more constructive suggestions. Our executive and chief operating officers have promised to be with us at more of our meetings. The Mechanical Department will continue to improve our locomotive conditions, and the engineers can be especially helpful in carefully reporting all items that affect fuel performance. In 1925 we are going to furnish even a better and more uniform grade of fuel. Our Operating Department invites and welcomes suggestions that will give us better train movement and that will reduce unnecessary delay.

We were fortunate in 1924 in the large volume of business handled and in being able to improve our train haul, but the fine spirit of co-operation was a big factor. Teamwork is what counts. Let us all strive to work even closer together in 1925 to reach the goal set and to make 1925 the best year we have ever had in our fuel performance.

A HIGH AIM

Everywhere there is a fine feeling of co-operation among the men as to saving fuel. Everybody is working together to cut down the fuel bill and it is only through such efforts on the part of all concerned that the goal for 1925 will be reached.

The aim is high, but so it was in 1924 and a high aim is the surest way of accomplishment.

There is a new record made every year—every day, and the finest record we know of, is to set the goal for fuel saving up, so that at the end of the year, it will far surpass the highest aims.

Don't miss a chance to save fuel during 1925!



Always Be Careful



SAFETY FIRST

There has been enough said about Safety First to make railways safe for all of us. Employees and the public, too, the "Sayings" will not make it come true. Help and work by all employees and the public as well, is the only move that will ever make Safety First what it should be.

Sometimes crews get out of terminals with cars in their train that have not had proper inspection, and when this is the case some trainmen would of course blame the Company, when the one who should inspect these trains would be at fault, and had he been on the job these trains would not have gotten by him with defects on them, and get out of the yards before being repaired.

Now, after a train gets out on road and some of the crew finds a car with defects, he should make a report at once and use every precaution to keep some fellow employe from being injured by that defect. There are some fellows that will report these things, and those that do not are not helping to promote a safety move. Now when engine crews get on an engine and sometimes find leaking steam pipes, bad ejectors, coal piled up on the tanks where it will roll off on someone, or on oil burning engines find oil all over the engine, and many other things that should not be, the Company is not to blame; because if we would go straight to the proper officials and report these conditions, the man that did his work in that way would be removed. Someone may say that it would not be right to cause someone to be discharged, but everyone will agree that a man of that kind is dangerous, and if called up and told about that careless way of doing his work, then did not do better, he should be taken out of service. And if the men that have these things to contend with do not watch and report them, as comes in their line of work, how will we ever get a 100 per cent Safety Movement established on all our divisions. Don't leave anything that is unsafe unreported, or figure on the other fellow reporting it, but take it on yourself to do it.

The public can go a long way toward helping in this Safety Movement if every careless auto driver or every auto owner could just witness an accident and see the car splintered and junked in a few seconds, and the occupants maimed or killed, and see the suffering that follows a few seconds of careless driving. You will say it may not be

carelessness that caused the accident, you know that the first law of nature is self preservation. Anyone that will drive onto a crossing without first knowing that they have time to get across, is sure not trying to promote any Safety First Movement. There is not an engineer on any railway that wants to kill or hurt anyone, and have lots of times used extra precautions to prevent these accidents, and still persons drive up and get hit on a crossing. I have known several cases where they have driven their cars right into the side of the train, or side of engine standing on the crossing. That would look as if the driver was trying to commit suicide and murder anyone that was with him in the car.

On passenger trains, when coming into stations, passengers will get up and fill up the aisle of the car, and some will get off the train while it is still in motion, and if the trainman or porter try to stop them, they get insulted and want to report these employes who are trying to keep them from injuring themselves. If you tell passengers not to ride on rear of car vestibules they do not like that, still they are not trying to help the Safety Movement by doing such things. Parents let children run around on a moving train. People risk their lives to catch a moving train leaving the station, as they get down too late to board before train started. These things do happen every day. Some people get on a passenger train, leave their grips and luggage where other passengers can fall over it and pile the hat racks full of heavy bundles, and some put their grips up in the hat racks, to fall out on their own heads or someone else's. If the public would help by not doing these things, it would go a long way to help promote the Safety Movement. If we see someone doing something that is not safe, tell them about it.

Autos are crippling and killing so many people through the carelessness of auto drivers and not paying attention to where they are driving, and drivers being drunk, letting a child drive a car, and having lights that glare so they blind a driver coming toward you, causing him to turn his car down a bank, probably killing himself and others. These are just a few of the facts, and not any that I have mentioned but what we can put a stop to. And all it will cost to put a stop to these things is just a little effort on each of our own parts.

Just ask that everyone be safe about their work, or drive a car carefully. If we do these things to help

the Safety Movement, we will be helping to stop the death and damage that is going on all over the country. I think one of the hardest things we have to do is to try to reach the people in some way with a Safety Movement that they will take hold of and help to promote it.

"Safety First"

Contributed by M. L. Ryan,
Electrician, West Shops, Springfield

Safety First, in the industrial world twenty-five years ago, was unknown with so many men getting injured by various kinds of machinery with projecting set screws in shaft collars, couplings, open emery wheels, lathe glass, open belts. Something had to be done to save men from personal injuries so the Safety First Council was organized. Plans were drawn up and recommendations for mechanical guarding for new machines, also old ones that had been in operation many years previous to this movement. Then came the problem of educating the man behind the machine to meet these conditions and help to forward the cause. But those days are coming to an end; every man is taking a willing part.

Since this problem of dealing with Safety First is the outstanding need of the times, and it is in solving it that the golden opportunity of the day is found, the question naturally arises, "How can I use this condition to better myself?" Some see the opportunity and do not get injured, and still there is another set of men who are always getting injured. Still further, some cannot use it at all and as far as they can see there is no need of Safety First. To the latter two classes it is very hard to understand the "why" of all this interest in his protection. In fact it is to his interest that the company is looking to.

He becoming a safe worker in and around his given task, this person naturally improves conditions and welfare of fellow employes, thence, too, his earning power increases and instead of being a liability he becomes an asset to his employer.

But with so many varieties of tasks to be served on this great railroad, there is a place for almost every man to lower the road's percentage of accidents, and it can be done by continuous co-operation.

What does this mean to you?