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J. RECKLEFF ET AL.
ANTITHEFT IDENTIFICATION MARKING.
FILED SEPT. 15, 1922.

Fig:1.

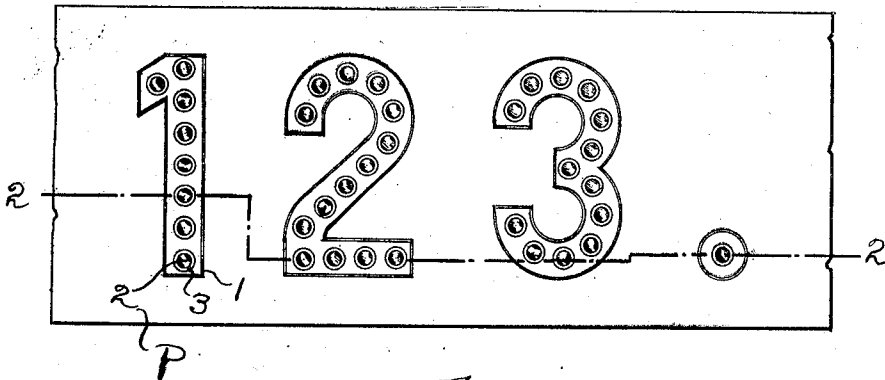
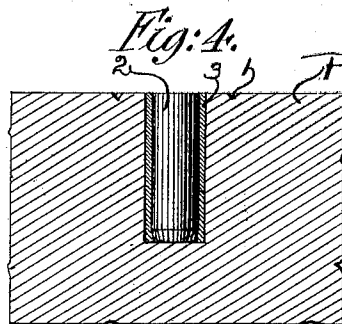
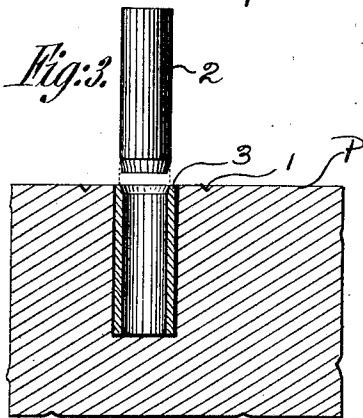
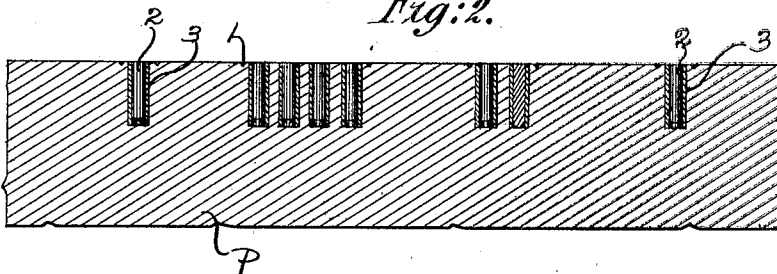


Fig:2.



INVENTORS

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UNITED STATES PATENT OFFICE.

JOHN RECKLEFF AND WILLIAM ROSENBERG, OF NEW YORK, N. Y.

ANTITHEFT IDENTIFICATION MARKING.

Application filed September 15, 1922. Serial No. 588,510.

To all whom it may concern:

Be it known that we, JOHN RECKLEFF and WILLIAM ROSENBERG, citizens of the United States, residing at 173 14th Street and 1145 51st Street, respectively, city of New York, in the county of Kings and State of New York, have invented certain new and useful Improvements in Antitheft Identification Markings, of which the following is a specification.

Our invention relates to a new and improved method of and means for marking articles such as automobiles and the like for the purpose of identifying them and preventing theft.

In marking automobiles it has been customary to affix an identifying number to some convenient part thereof, such as the engine thereof, for example. In practice, however, it has been found very easy for thieves to remove these identifying numbers and to substitute others.

Various expedients have been proposed for insuring the identification of an automobile but these have not proved practical because they were usually too expensive or have injured the automobile.

According to our invention a portion of the structure of the automobile is modified so as to produce an identifying symbol or symbols without lowering the strength of that part of the automobile to which the identifying symbol or symbols are affixed.

Another object of our invention is to devise a method of identification and an identifying means which shall be cheap and simple to use.

Another object of our invention is to provide an identifying means which cannot be removed by means of the use of heat, grinding or the like.

Other objects of our invention will be set forth in the following description and drawings which illustrate a preferred embodiment thereof.

Fig. 1 is a front elevation.

Fig. 2 is a section on the line 2—2 of Fig. 1.

Fig. 3 is a detail section.

Fig. 4 shows the parts illustrated in Fig. 3 in a different position.

Our identifying symbol or symbols consist of a series of numbers which are applied to any convenient portion P of the automobile. We prefer the use of a suit-

able portion of the engine or of some metal part connected to the engine and forming a necessary part of the automobile. However, our invention is not restricted to this.

A series of holes are formed in the portion P by any suitable means. These holes may be formed in the process of manufacture of this part P or they may be drilled after the said part has been manufactured. After the holes have been thus formed, a series of bushings 3 are inserted therein. If the identifying mark or marks are to be placed in a metal part of the engine, or a part connected therewith, which is usually made of cast iron, we prefer to make the bushings 3 of a suitable soft brass which has a color different from the portion P. It is desirable to make the bushings 3 of a material which yields more easily than the material of the portion P itself.

The tops of the bushings 3 can be made slightly tapered as illustrated in Fig. 3.

When the bushings have thus been inserted so as to indicate a series of numbers, pins 2 are driven into the said bushings 3.

When the bushings 3 are made of relatively soft brass inserted in the holes formed in a cast iron body, we prefer to make the pins 2 of a very hard and strong steel. The pins 2 are preferably formed with points which are slightly tapered, and of a diameter which is slightly greater than the interior diameter of the bushings 3. When the pins 2 are driven into the bushings 3, the said bushings are expanded and they are very powerfully compressed against the interior walls of the holes so that the said bushings are very powerfully compressed between the interior walls of the said holes and the exteriors of the pins 2.

Hence after the pins 2 have been driven into place and are flush with the surface of the portion P it is impossible to pull them out.

After the bushings 3 have been thus compressed they are preferably as thin as possible and they clearly indicate the identifying numbers.

We also prefer to form a margin 1 around the edge of the said numbers.

Since the pins 2 are made of a very hard steel it is impossible to remove them by grinding and the holes in the portion P are furthermore made as deep as possible. Even if part of the pins 2 and the bushings

3 is ground away the said bushings will always indicate the correct identifying number. The action of heat is equally ineffectual for removing these identifying numbers thus formed.

Furthermore, the portion P is not weakened by the formation of the holes therein because the pins 2 fill these holes very tightly and even reinforce the portion P.

It is obvious that an automobile can be very easily, quickly and cheaply given a permanent identifying number or numbers.

We have described a preferred embodiment of our invention but it is clear that numerous changes and omissions could be made without departing from its spirit.

We claim:—

1. A method of identifying an article having a series of holes therein, which consists in placing bushings into the said holes which are made of a relatively yieldable material and then forcing pins into the said bushings and compressing the said bushings

between the interior walls of the said holes and the said pins.

2. A method of identifying a metal article having a series of holes therein, which consists in placing a series of bushings made of relatively yieldable material into the said holes, said bushings having a color different from that of the material into which they are placed, and then forcing hard steel pins into the said bushings and compressing the said bushings between the interior walls of the said holes and the said pins.

3. An article having an identifying symbol therein, the outline of the said symbol including a series of holes, said holes having bushings therein, and pins located in the said bushings, the said bushings being compressed between the interior wall of the said holes and the said pins.

In testimony whereof we hereunto affix our signatures.

JOHN RECKLEFF.
WILLIAM ROSENBERG.