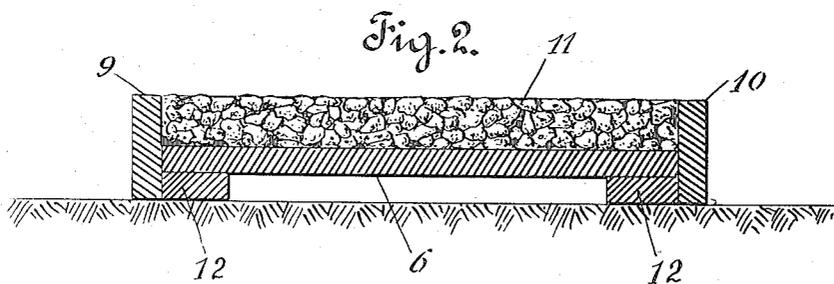
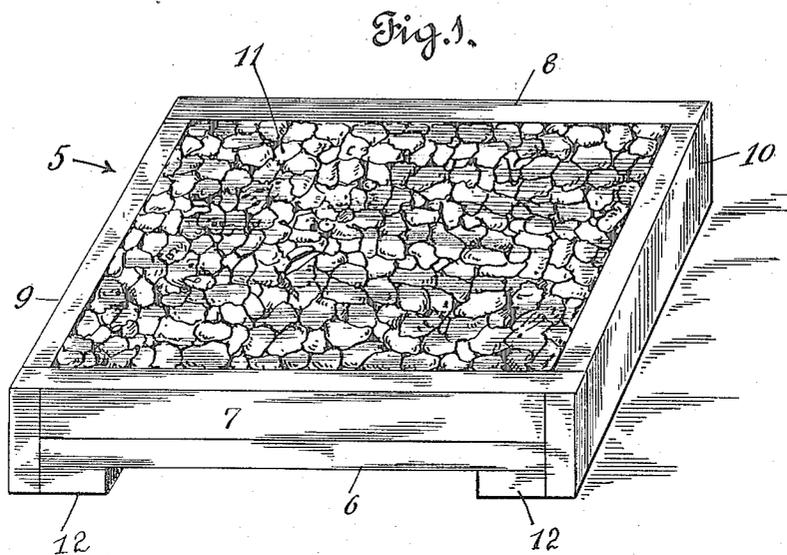


W. E. KELLER.
STAND FOR TRAFFIC OFFICERS.
APPLICATION FILED SEPT. 14, 1914.

1,196,698

Patented Aug. 29, 1916.



Witnesses,
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UNITED STATES PATENT OFFICE.

WILL E. KELLER, OF LOS ANGELES, CALIFORNIA.

STAND FOR TRAFFIC OFFICERS.

1,196,698.

Specification of Letters Patent. Patented Aug. 29, 1916.

Application filed September 14, 1914. Serial No. 861,489.

To all whom it may concern:

Be it known that I, WILL E. KELLER, a citizen of the United States, residing at Los Angeles, in the county of Los Angeles, State of California, have invented new and useful Improvements in Stands for Traffic Officers, of which the following is a specification.

This invention relates to a stand for traffic officers.

It is the object of this invention to provide a stand which is especially adapted for use by traffic officers at the intersection of cross streets, and which is provided for protecting the feet from the hot and wet pavements and at the same time supplying a soft yielding surface under foot.

Another object is to provide a stand by means of which the traffic officer will be elevated a slight distance above the surface of the street, thus enabling him to have a better view.

A further object is to provide a stand of the above character which is light and portable so that it may be readily transported and placed in any desired location.

A further object is to provide a traffic officer's stand having a rigid supporting frame and carrying a yieldable top surface, preferably formed of cork board.

The invention is illustrated in the accompanying drawings, in which:

Figure 1 is a perspective view of the invention. Fig. 2 is a view in transverse section on the line 2—2 of Fig. 1.

In the preferred embodiment of my invention, the frame 5 of the stand comprises a bottom panel 6 and vertical panels 7, 8, 9 and 10, fixed with respect to the panel 6 and forming an inclosure above said panel 6, the top surfaces of the panels 7, 8, 9 and 10 being flush in relation to each other and on a plane parallel with the top surface of the panel 6, thus forming a recess of which the panel 6 forms the bottom, and which is preferably approximately two inches in depth. The recess thus formed is filled flush with the top surfaces of the side and end panels 7, 8, 9 and 10 with a composition of cork 11 commonly known as cork board, which has a soft yieldable character and forms the tread portion of the stand.

Extending transversely of the bottom

panel 6 on the underside thereof is a pair of cleats 12 disposed adjacent to the inner walls of the end panels 9 and 10, and which cooperate with the latter to form the supporting members of the stand; the latter faces of the cleats 12 being disposed flush with the lower edges of the end panels 9 and 10. The bottom panel 6 is thus supported clear of the ground when the device is in use, thereby forming an air insulation between the panel and the surface of the street and at the same time provide a passage for water therebeneath and retain the bottom panel 6 out of contact with the street surface so as to prevent the passage of dampness therethrough.

The cork tread surface 11 provides a yieldable heat and moisture insulating surface, and by reason of its yieldable character forms a cushioned surface for the traffic officers to stand upon.

While I have shown and described the device as rectangular in form it is manifest that it may be made in any other desired shape, the essential feature being to provide the stand with a tread portion having a yieldable character combined with heat and moisture insulating properties.

This stand forms an effective protection for the feet and by reason of its light construction may be readily moved from place to place and removed from the street when not in use.

What I claim is:

A portable stand for the use of traffic officers at street intersections, comprising a frame having side and bottom walls forming a recess at the upper side of the frame, and also having supporting means constructed and arranged to maintain said bottom wall in spaced relation to the pavement on which the supporting means rests, and a yieldable heat and moisture insulating material arranged in said recess; the upper sides of the frame and said yieldable material being substantially horizontal.

In witness that I claim the foregoing I have hereunto subscribed my name this 17th day of August, 1914.

WILL E. KELLER.

Witnesses:

MARGUERITE BATES,
MARIE BATEY.