

A FARE SLIDE RULE



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The present invention relates to a fare slide rule.

A well known method for displaying the fares for a journey on public transport is a fare chart that lists each of the points or stops on the transport route along "X" and "Y" axes. The stops listed along the "X" axis refer to boarding points, and the stops listed along the "Y" axis refer to the destination points, or vice versa. The body of the chart lists the various fares for travelling between every combination of boarding and destination points individually.

To determine the fare for travelling between any two points on the transport route, the user must search along the complex chart to the intersection of the rows defining the required boarding and destination points. This is a relatively time-consuming task, and can lead to errors in calculation because of the detail and replication of the information provided in the chart.

It is an object of the present invention to provide a more reliable type of indicator that facilitates simple calculation of a fare.

According to the present invention there is provided a fare slide rule comprising:

- (i) a first member indicating the points on a transport route; and
- (ii) a second member comprising a datum line and a series of bands, each band indicating a fare,

wherein the second member is adapted for slidable movement with respect to the first member so that alignment of the datum line on the second member with a selected position on the first member indicates a start point of a journey and selectively locates the series of bands on the second member to overlies regions



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of the first member and thereby indicate the fare to different points of the journey.

The above-described fare slide rule provides a simple and effective means for calculating a fare for a journey having a given start point and end point.

Preferably, the second member is adapted for longitudinal sliding movement on the first member.

More preferably, the second member is adapted to be removable from engagement with the first member.

Preferably, the second member is transparent.

Preferably, the second member comprises a series of coloured bands that facilitate the calculation of a fare.

Preferably, the second member comprises a transparent sheath.

More preferably, the transparent sheath is formed from plastic.

Preferably the first member comprises an elongate card.

The first member may be formed from any suitable material, however, it is preferred that the first member be formed from paper or cardboard.

Preferably, the first member comprises an ordered series of points of a transport route arranged longitudinally on one side of the first member.

More preferably, the reverse side of the first member comprises the same series of points of a transport route arranged longitudinally in the reverse order.

Preferably, the first member of the fare slide rule is interchangeable with other first members that detail different transport routes, such that the second member can be used to selectively locate the series of bands on the second member to overlie regions on any such first members to thereby provide fare information for a variety of transport routes.

The invention will now be described in further detail with reference to the accompanying drawings in which:

Figure 1 is a front elevation of the fare slide rule in accordance with the preferred embodiment of the invention;

Figure 2 is a front elevation of the embodiment shown in Figure 1 illustrating alternative positioning of the second member;

Figure 3 is a rear elevation of the embodiment shown in Figure 1; and

Figure 4 is a diagrammatic illustration of the fare slide rule and of the replacement of the first member with other such first members.

The fare slide rule comprises a first member in the form of a rectangular paper card 1 and a second member in the form of a transparent plastic sheath 2.

The card 1 is printed with an ordered series of points on the transport route, a bus route from Bukit Merah to Yishun, arranged longitudinally on one face of the card 1. The reverse side of the card 1 is printed with the same series of points on the bus route arranged longitudinally in the reverse order (see Figure 3, illustrating the card 1 only).

The plastic sheath 2 comprises a series of coloured bands 3 and a datum line 4. In each of the bands 3 a particular fare is marked.

In order for the commuter to determine the bus fare payable, the commuter slides the sheath 2 longitudinally along the card 1, until the datum line 4 is aligned with the boarding point. In Figure 1, the boarding point selected is Bef Zion Road (i.e. before Zion Road). The alignment of the datum line with this selected point selectively locates the bands 3 on the sheath 2 to overlie regions of the card 1.

The commuter can then simply read the fare for travelling to the desired destination, such as St Joseph's Church, by viewing the destination point through the coloured band area. The fare for this journey would be 70 cents, or \$1.00 for an air-conditioned seat.

The sheath 2 can be slid along the card 1 to align the datum line 4 with another boarding point, such as United Square, (Figure 2) to determine another fare along the route by the same method described above.

The plastic sheath 2 is standard for a plurality of bus routes. Therefore, the card 1 for the bus route between Bukit Merah and Yishun 1a (Figure 4) can be substituted for other such cards 1b, 1c (Figure 4) each setting out the details of another bus route.

This provides the particular advantage of enabling the one fare-scale to be used for a large number of bus routes, thereby avoiding numerous complex fare charts for the various bus routes of the bus company.

Many modifications may be made to the preferred embodiments described above with reference to the drawings without departing from the spirit and scope of the

THE CLAIMS DEFINING THE INVENTION ARE AS FOLLOWS:

1. A fare slide rule comprising:
 - (i) a first member indicating the points on a transport route; and
 - (ii) a second member comprising a datum line and a series of bands, each band indicating a fare,

wherein the second member is adapted for slidable movement with respect to the first member so that alignment of the datum line on the second member with a selected position on the first member indicates a start point of a journey and selectively locates the series of bands on the second member to overlies regions of the first member and thereby indicate the fare to different points of the journey.

2. The fare slide rule as claimed in claim 1, wherein the second member is adapted for longitudinal sliding movement on the first member.
3. The fare slide rule as claimed in claim 2, wherein the second member is adapted to be removable from engagement with the first member.
4. The fare slide rule as claimed in any one of the preceding claims, wherein the second member is transparent.
5. The fare slide rule as claimed in any one of the preceding claims, wherein the second member comprises a series of coloured bands that facilitate the calculation of a fare.

6. The fare slide rule as claimed in any one of the preceding claims, wherein the second member comprises a transparent sheath.
7. The fare slide rule as claimed in claim 6, wherein the transparent sheath is formed from plastic.
8. The fare slide rule as claimed in any one of the preceding claims, wherein the first member comprises an elongate card.
9. The fare slide rule as claimed in any one of the preceding claims, wherein the first member is formed from paper or cardboard.
10. The fare slide rule as claimed in any one of the preceding claims, wherein the first member comprises an ordered series of points of a transparent route arranged longitudinally on one side of the first member.
11. The fare slide rule as claimed in claim 10, wherein the reverse side of the first member comprises the same series of points of a transport route arranged longitudinally in the reverse order.
12. The fare slide rule as claimed in any one of the preceding claims, wherein the first member of the fare slide rule is interchangeable with other first members that detail different transport routes, such that the second member can be used to selectively locate the series of bands on the second member to overlies regions on any such first members to thereby provide fare information for a variety of transport routes.