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TRAVELLING

ENGLISH TEXTBOOK

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Даний підручник «Подорожі» є найповнішим спеціалізованим навчальним посібником із професійної підготовки фахівців з англійської мови у сфері подорожей. Він побудований на базі найсучасніших даних із основних напрямків розвитку туристичної галузі. У цьому полягає цінність і своєчасність даного навчального підручника, який допоможе, з одного боку, удосконалити знання англійської мови, а з іншого – поліпшити свої знання у професійній сфері.

Структура даного підручника така – чотири розділи: великі і малі міста (прогулянка містом, історія міст, англійські міста, американські міста, міста світу); подорож залізницею, авіаподорож, морська подорож. У підручнику велика кількість автентичних текстів англійською мовою; розроблені вправи, діалоги, схеми, кольорові вкладиші. Даний підручник дозволяє швидко і легко засвоїти професійну лексику і підвищити свій рівень знання англійської мови.

The textbook «Travelling» is the most complete specialized textbook for training specialists in English in the field of travelling. It is based on the most recent data on the main directions of the travelling industry development. The value and timeliness of this tutorial will help you on the one hand – to improve your English skills, and on the other – to make better your knowledge in your professional context.

The structure of this textbook is that – four chapters: the cities of the world (English, American and others); travelling by railway, air and sea. In the book there are a lot of authentic texts in English, developed exercises, dialogues, charts, colour inserts. This tutorial allows you to learn the professional vocabulary quickly and easily and ameliorate your level of English.

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ПЕРЕДМОВА

Сучасний розвиток світової спільноти виявив нові стратегічні й тактичні завдання, які поставлені перед усіма сферами її діяльності у період глобальних змін.

Такі соціально-економічні, політичні й освітні завдання розвитку суспільства об'єктивно спричинили зміни в усіх сферах життя. Стрімкий розвиток туризму в останні десятиліття породжує значну потребу у фахівцях із високою професійною компетентністю, здатних вивести дану галузь на передові позиції у всьому цивілізованому світі.

Концепція безперервної професійної освіти сформувалася у 80-і роки минулого століття одночасно з бурхливим розвитком міжнародного туризму.

У зв'язку з посиленням міждержавних контактів і розвитком міжнародного туризму він набуває ваги і значення в усіх політичних, соціальних, культурних та економічних аспектах життєдіяльності людства. Як свідчать новітні дослідження у сучасній економічній науці, туристична галузь успішно розвивається останні 30 років.

Загалом своїм успіхом туризм зобов'язаний щонайширшій практиці використання різноманітних інновацій у своїй сфері. Цифри і факти демонструють, що подібний розвиток туризму очікується і в найближчому майбутньому.

Створення елективного курсу з туризму є першою спробою вирішення загальних проблем конкурентоспроможності у сфері туризму і якості підготовки фахівців для цієї сфери. Він має слугувати найважливішим інструментом для досягнення мети – здобуття високої якості, як у сфері туризму взагалі, так і в розробці конкурентоздатної системи підготовки фахівців для цієї галузі. Іншими словами: *«навчання конкурентоспроможності і конкуренто-спроможності у навчанні»*. Даний підручник є першою спробою створення спеціалізованого навчального посібника для студентів із метою їх залучення до названої сфери економіки. У підручнику «Подорож» – чотири розділи та п'ять параграфів: «Великі та малі міста» («Подорож містом», «Історія міст», «Англійські міста», «Американські міста», «Міста світу»), «Подорож залізницею, літаком, водним транспортом». Підручник розрахований на студентів вищої школи. Проте для його засвоєння необхідні знання базової англійської мови, тобто – основних принципів граматики та певного лексичного мінімуму, який дозволяє легко перейти до вивчення професійно-орієнтованого матеріалу.

Поглиблене вивчення проблем туристичної сфери крізь призму новітньої інформації англійською мовою допоможе студентам швидше визначитися зі своїм покликанням і дозволить їм найкращим чином знайти застосування своїм силам на розмаїтому ринку праці. Інформація у підручнику становить значний інтерес для допитливих студентів, дозволяє розширити їх світогляд і залучити до вирішення багатьох нагальних проблем туристичної сфери. Подібне професійно-орієнтоване навчання підвищує мотивацію щодо вивчення англійської мови, сприяє вдосконаленню мовних навичок та вмій і поглибленню професійних знань у туристичній галузі.

CHAPTER I. TOWNS & CITIES

UNIT I. GETTING ABOUT A TOWN

INTRODUCTION

We are going to talk about the increase in the size of cities – cities are getting much bigger. We are also going to talk about the increase in the number of large cities – there are more big cities now than twenty years ago. First, let's look at the figures.

In 1972, only three cities had more than 10000000 people. Let's look at 2012.

In that year there were 13 cities with more than 10 000 000, for example: Mexico City, Tokyo, and Shanghai. Next, we are going to look at the number of people who lived in cities. In 1972, 38 % lived in towns and cities. Let's turn to 2012. The number had increased to 46%. Finally, let's look at developing countries. In 2012, nine of the thirteen biggest cities were in developing countries. To sum up, by 2012 the number of major cities had increased and more people were living in urban area.

1972	2012
<p>Population</p> <p>The earth's population was 3.84 billion. 725 lived in developing countries. The population 20 years earlier in 1952 had been 2.5 billion.</p>	<p>Population</p> <p>The population was 5.47 billion. 77% lived in developing countries. The population had grown by 95 million in one year.</p>
<p>Nuclear power</p> <p>There were 100 nuclear reactors in 15 different countries. There had been no known major accident at commercial reactors.</p>	<p>Nuclear power</p> <p>There were 428 reactors in 31 countries. (two major accidents: Three Mile Island, USA, 1979 and Chernobyl, Ukraine, 1986).</p>
<p>Transport</p> <p>There were 250 million vehicles. 200 million (80%) were private cars. Car population was mostly a problem in developed countries.</p>	<p>Transport</p> <p>There were 600 million vehicles. 480 million were private cars. Cities in developing countries now have serious pollution.</p>
<p>Cities</p> <p>38% of the population lived in towns and cities. 3 cities had more than 10 million people. 1 was in a developing country.</p>	<p>Cities</p> <p>46% lived in towns and cities. 13 cities had more than 10 million people. 9 of them were in developing countries.</p>
<p>Rainforests</p> <p>33% of the world's tropical rainforests had already been destroyed by the beginning of 1972. 100,000 square km. were destroyed during 1972, which was 0.5% of the total remaining forest.</p>	<p>Rainforests</p> <p>The rate of deforestation had doubled. 170,000 square km. were destroyed during 2012. This was about 1% of the total remaining forest. 1, 2 million species of plants and animals will disappear in the next 20 years.</p>

TOWNS & CITIES

Today people all over the world are moving out of small villages in the country to go and live in big, noisy cities. They are moving from the peaceful hills, mountains, fields, rivers and streams of the countryside to the busy world of streets, buildings, traffic and crowds. This movement from rural areas to urban areas has been going on for over two hundred years. In many countries, the main reason people come to live in towns and cities is work. After one or two large factories have been built in or near a town, people come to find work, and soon an industrial area begins to grow.

There is usually a residential area nearby, where the factory workers can live. The families of these workers need schools, hospitals and shops, so more people come to live in the area to provide these services – and so a city grows.

In every major city in the world, there is a business district where the big companies have their main offices. In the USA this area is usually in the city centre – downtown. It is here that you can see the huge skyscraper office blocks.

The people who work here often travel a long way to work each day. Many of them live in the suburbs of the city, far way from the industrial area and the city centre.

Some suburbs are very pleasant with nice houses and big gardens.

There are usually parks for children to play in and large department stores, where you can buy all you need. But what is future of the big cities? Will they continue to get bigger and bigger? Perhaps not. Some major cities have actually become smaller in the last ten years, and it is quite possible that one day we will see people moving out of the major cities and back into smaller towns and villages.

This section covers the some essential elements when it comes to living in the *Andre Allix* residence. It's all very well knowing what the complex and bedrooms are like, but knowing a bit about the surroundings and how to get from A to B is very useful indeed. I cound't find much about the residence on the internet, so I've taken it upon myself to create a sort of rough guide, of course I haven't quite stopped discovering new things so this could be like a sort of work in progress, but I feel that now, after one semester, I know the bare necessties of the Andre Allix life. There are quite a few travel links from Andre Allix despite there not being a tram line or a metro line near the site. However, there are four busses that serve the area quite well, and the funicular line between *St. Juste* and *Vieux Lyon* is only a few minutes' walk away from the residence.



TOPICAL VOCABULARY

a part – частина, район (міста)
district – район, округ, ділянка
industrial district – промисловий район
shopping district – торговельний район
business section – діловий район
environs – околиці
visit (class visit) – відвідання, візит
tourist (sightseer) – турист
to make a tour of the town – здійснити екскурсію містом
palace (castle) – палац
cathedral – кафедральний собор
chapel – церква, каплиця
fortress – фортеця
monument (memorial) – пам'ятник, монумент
to erect a monument (to) - спорудити пам'ятник
ivory (fossil ivory) – слонова кістка
leather – шкіра
gem – дорогоцінний камінь
granite – граніт
remains / ruins – руїни
tomb – могила
tower – башта
antiquity – старовина
carving – різьба по дереву
embroidery – вишивка
glassware – скло, посуд
archaeological find – археологічна знахідка
armour – озброєння, зброя, обладунок
mummy – мумія
relic – реліквія
style (baroque, classical, Gothic, Renaissance) – стиль (бароко, класичний, готика, ренесанс)
facade – фасад
plaque – меморіальна дошка
architect – архітектор
medieval – середньовічний
majestic – величний
picturesque – мальовничий
to admire smth (smb) – захоплюватись чимось (кимось)
to dominate smth – височіти (над)

a route – маршрут, шлях, дорога
a direction – напрям
itinerary – маршрут
a passer-by – перехожий
General Post-Office – Головпоштамт
riverport – річковий порт
zoo – зоопарк
to make a visit to – відвідати
curator – доглядач музею
guide – гід, екскурсовод
guide-book – путівник, довідник
places of interest – пам'ятки
important sights – головні (визначні) пам'ятки
Syn. Highlights
to do sights (to go sightseeing) – оглядати пам'ятки
bronze – бронза
clay – глина
marble – мармур
plaster of Paris – гіпс
porcelain – фарфор, порцеляна
museum – музей
archaeological – археологічний
home-museum – дім-музей, будинок-музей
mansion-museum – музей-садиба
museum of regional studies - краєзнавчий музей
museum of oriental art – музей східного мистецтва
the British Museum – Британський музей
fossil – викопна (рослина, тварина)
manuscript – рукопис
pottery – кераміка
stuffed animal – опудало
arch – арка, склепіння
column (pillar) – колона, стовп, опора
cupola (dome) – купол, баня, маківка
niche – ніша
spire – шпиль
ancient – стародавній, античний
ancient Greece (Rome) – Стародавня Греція (Стародавній Рим)
unique – унікальний
to be worth seeing – вартий огляду
to date – належить (доби, часу)

ADD WORDS & PHRASES

I'd like to see the sights / highlights of ..	Я хотів би оглянути пам'ятки
What are you particularly interested in?	Що вас особливо цікавить?
The sightseeing coaches leave from...	Екскурсійні автобуси відходять від...
I want to register for an excursion.	Я хочу записатися на екскурсію.
When does our excursion start?	Коли початок нашої екскурсії?
We want to stop to buy postcards.	Ми хочемо зупинитися та купити листівки.
I need an English-speaking guide.	Мені потрібний англомовний гід.
Is one permitted to take pictures here?	Чи можна тут фотографувати?
May I ask you to take my photo?	Будьте ласкаві, сфотографуйте мене.
We enjoyed our visit to the museum and made entries in the visitors book.	Нам щиро сподобались відвідини музею і ми зробили запис у книзі відвідувачів.
This fortress dates back to the 1 st c. B.C. and that arch to the 5 th c. A.D.	Ця фортеця належить до I сторіччя до н.е., а он та арка – до 5 сторіччя н.е.
The Gothic style is characteristic of the medieval architecture of western Europe.	Готичний стиль характерний для середньовічної архітектури Зх. Європи.
Paris is famous for its architecture.	Париж відомий своєю архітектурою.
The facade of the museum is a portico of four Corinthian columns.	Фасад музею має вигляд портику з 4-х коринфських колон.
The interior of the Parthenon was surrounded by columns of the Doric order.	Інтер'єр Парфенону утворений колонадою в доричному стилі.
The baroque style is most richly represented in this architectural ensemble.	Стиль бароко найбагатше представлений у цьому архітектурному ансамблі.

Exercise 1. Analyze the topical vocabulary and learn it by heart.

Exercise 2. Read and translate the passage.

In some Polish cities there is the possibility of appreciating the most interesting places from a small golf-cart type vehicle which can carry a few people. It's the perfect option both for *tired of walking* tourists and for those who would like to see more within a shorter period of time. Many of these golf-cart vehicles are also equipped with audio-guides. You can, therefore, do your sightseeing sitting down with headphones, listening to the guided tour presented to you during the trip. The possibility of choosing your language makes these vehicles very popular with guests from abroad. Enthusiasts of relaxing afternoons, especially moments in the older parts of towns, will be tempted by a ride in a traditional hackney carriage drawn by one or two horses. Some cities even offer trips around their Old Town or along popular streets in rickshaws.

Rickshaw (jinrickshaw, rickshaw) – рикши; to pedal a rickshaw – управляти рикшею; to pull a rickshaw – тягнути рикшу; to ride in a rickshaw – їхати в рикші.

MEANS OF COMMUNICATIONS

traffic – вуличний рух, транспорт	
bumper-to-bumper / heavy traffic – інтенсивний, суцільний рух	
highway traffic / motorway traffic – вуличний рух	
traffic congestion – затори на дорогах	flow of traffic – потік машин
to block (hold up, obstruct, tie up) traffic – блокувати, затримувати рух	
to direct traffic – регулювати рух транспорту	
city transport – міський транспорт	
metro / underground (в Англії) / tube (у Лондоні) / subway (у США) – метро	
electric railway – міська електричка	
double-decker – двоповерховий автобус в Англії	
coach – міжміський туристичний автобус	
the underground passageway – підземний перехід	
to go by tram (bus, trolley bus, metro) – їхати трамваєм (автобусом, тролейбусом, метро)	
to change – пересідати, робити пересадку	
on the right (left) hand side – праворуч (ліворуч)	straight – прямо
to go straight on – йти прямо	<i>Syn. to go straight ahead</i>
to fine for crossing the street in the wrong place – штрафувати за перехід вулиці у неналежному місці	
road – дорога	way – шлях
crossroad – перехрестя	highway – шосе
avenue – проспект	lane – провулок
street – вулиця	street lights – світлофор
street crossing – перехід через вулицю	at the traffic lights – біля світлофора
to get in – заходити	to get out/to get off – виходити, сходити
to take a tram – їхати трамваєм	to get on a tram – сісти у трамвай
fare – плата за проїзд	to go along the street – йти вулицею
round the corner – зовсім близько	square – площа
terminus – кінцева зупинка	to cross the square – переходити площу
on the square – informal honest; fairly	market square – ринкова площа
out of square (not at right angles) – неправильний, що не відповідає визначенням нормам	Belgrave Square – Белгрейв-Сквер (площа у фешенебельному районі Лондона)
on the square – чесно	square one – безпосередній початок
a square deal – чесна угода (домовленість)	to square up (off) – сміливо зустрічати (труднощі)

Admission is free. – Вхід безкоштовний.

Let me go in! / Allow me to get in! – Дозвольте ввійти!

You are going the wrong way. – Ви йдете у хибному напрямку.

You're going away from... – Ви віддаляєтесь від...

I've lost my way. – Я загубив дорогу (я заблукав).

I'm looking for... – Я шукаю...

Can you tell me the way to

Can you direct me to

What you direct me to

What is the shortest way to

Please, tell me how to get to

} Flower Square?

Exercise 1. Do the substitution patterns and bear them in mind.

SUBSTITUTION PATTERNS

1. What's worth seeing in **this city?**
the outskirts of the town
this locality
In the first place you shouldn't fail to see **the cathedral.**
the ruins of the fortress.
the caves.
the chapel.
the cemetery.
2. What museums are there in the city?
There are many, but I'd recommend you to visit **the historical museum.**
the ethnographical museum.
Fine Arts Gallery.
the museum of regional studies.
3. What's of special interest in this museum?
It's famous for its **unique** collection of **ivory carvings.**
rare
marvellous
interesting
ancient pottery
medieval armoury
icons
4. What's this object made of?
It's made of **bronze.**
marble
stone
porcelain
5. What times does this **article** belong to?
exhibit
thing
vase
- It dates back to **the 4th century B.C.**
the 12th century A.D.
the Middle Ages
the pre-historical epoch
the period of the Roman
Empire
6. What's the style of this **building?**
palace
mansion
cathedral
- It was built in the **classical style.**
gothic
renaissance
baroque
7. What's that **structure** **over there?**
building
monument
to the right
to the left
in the distance
behind the fountain
- As far as I know, **it's a newly built school.**
it looks like an old chapel
it is a dwellinghouse
the TV tower
8. Now I'd like to attract you attention to this **spire.**
column
arch
monument

SHORT CONVERSATIONS

Is there anything worth seeing in your town?

Oh, there are a great many things to see here.

What would you recommend me to see in the first place?

Well, you'd see the remains of the medieval fortress, the botanical gardens and the local museum.

I'd like to begin with the latter. When is the museum open to the public?

On all the days of the week except Monday, from 10 a.m. to 6 p.m.

This fountain has a rather large stone basin.

Yes, and there's a very interesting belief about it.

You say a belief? What is it about?

They say if a visitor comes to this fountain at midnight and drops a coin into the water, he is sure to return to this city at some future time.

Oh, fine. And how much is the traveller to drop into it?

Well, I don't know that.

This cathedral looks really impressive.

Yes, Westminster Abbey still remains an unsurpassed specimen of early Gothic.

You sound like a real guide. Do you happen to know when it was built?

Certainly I do. It was built in the 11th c. and rebuilt in the 13th c., in which form it exists today.

One can hardly believe that.

I can see a magnificent palace on the top of that hill. When was it built?

It was built in Catherine's times.

It's such a large building. Who occupied it?

The landlord's family occupied it.

And what is there now?

Now it's been turned into a mansion museum.

Is this the Sightseeing Bureau? Can you put us down for a tour of the city?

Certainly we can. But the next excursion coach leaves in an hour. Will the time suit you?

Well, how long does the round last?

Two hours.

I'm afraid we shan't manage it. We may be late for the plane. Where can we buy a guidebook?

You say this temple was built as far back as the 2nd century A.D.?

Yes, it's as old as that.

It looks impressive. In fact it's the oldest building I've seen that is in such a good condition.

It might have looked still better if it had not been for the earthquake several years ago which ruined it still more.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Add some information & make up a small report and give a talk in class.

I see your town is quite a new one.

Oh, no. Its foundation dates back to the 9th century A.D. we're simply in the residential part of the town.

I see. It seems to me, the ancient part is behind that tower, isn't it?

That's right. There you'll find old buildings, churches, and clock towers, small shops – all in the narrow crooked streets paved with stones.

Are these exhibits genuine or only models?

Does it make any difference? For me it's just the same. I can never tell genuine things from their copies.

This piece of antique column, for one, is surely a plaster copy.

Well, let us consult the guide-book. Oh, you're just wrong. It's authentic, as the book reads.

Let's look at that memorial closer.

I can't see any memorial here. Just ruins of a house.

That's right. This building was destroyed during World War II and it was left unrestored as a natural monument of war.

Oh, that's what it is. It's undoubtedly impressive, I must say.

Have you seen the memorial to the heroes of World War II yet?

It was unveiled last year.

Do you mean the monument in Central Square?

That's right. You should do it by all means.

Well, I saw some monument yesterday when on a bus but I'm not sure that was the one you speak about.

There's no doubt you saw some other monument. There are many of them in this town. If you'd seen that monument, you wouldn't have mixed it with anything else.

Come on, I'd like to see the collection of antique pottery. It's somewhere on the third floor.

Another collection? It's impossible. My legs won't carry me any more.

Well, you might wait for me in the lobby if you like. You don't seem to be very curious.

In fact, there are too many collections for my curiosity.

What impressed you most of all?

You know, Jill, there were so many interesting things to see that I can hardly tell what was the most impressive.

Well, how did you like the new suspension bridge?

Oh, that's marvellous beyond any words. A surely impressive structure.

I say, we're so pressed for time. What do you think we'd see in your town in the first place?

Oh, it isn't an easy question. This city is known for its numerous places of interest and memorials one of which is unique.

Can we see most of them in one tour?

Yes, but only if you go in a car.

Will you put me down for a tour of the city?

Oh, yes. If you want, join us this afternoon. There will be a British group.

Can you tell me the itinerary?

We start at the City University, go by the Museum of Fine Arts then along the river embankment to the Monument to the Fallen in the Great Patriotic War.

Does this museum possess a rich collection of materials on the playwright?

Rather. We display his personal things, clothes, books, scale models of the sets for the productions of his plays and other relics. There are also many *manuscripts*, which make a particularly *valuable part of the exhibits*.

And what about the paintings, which belonged to the dramatist?

Yes, he had a rare collection of pictures and sculptures but most of them disappeared after his death. The museum *managed to recover* some of them.

We're now in one of our new *housing developments* (estates).

I like those tall blocks of flats. They look very beautiful and there's *no doubt* they are *comfortable*. But what about the *everyday service* here?

All the shops, nursery schools (kindergartens), sports grounds, the community centre, personal *service establishments* and cafes are in the area.

So people needn't go to the centre if they want to have their TV set repaired, need they?

Of course not.

How was your trip to the *suburbs*?

Oh, that was fine. I wish I lived there.

So you liked the town very much, didn't you?

Yes, indeed. The place is *picturesque*, there's almost no traffic in its green streets. And of course, all of us were impressed by the magnificent palace with a lake in front of it, sculptures in the old park.

What do you say to *spend* a weekend in one of our hostels there?

That would be fine.

Exercise 3. Learn the dialogues by heart and carry them on with your classmate in class. Render the contents of the dialogues in Indirect Speech in English.

Exercise 4. Digest the information The best way to get there briefly in English.

Most people find it hard to understand and remember directions. If possible, show them the route on a street plan. The quickest route isn't always the easiest route to follow.

A zigzag route involving shortcuts is harder to explain and follow than a route where, for example, you go north five blocks and then east four blocks.

You can help people to know they're on the right route if you mention large buildings and places with easy-to-remember names that they will go past.

Exercise 5. Add some information & make up a small report and give a talk in class.

Exercise 6. Read the information & pick up the essential details in the form of quick notes.

Exercise 7. Answer the questions.

1. What cities of our country have you visited so far? 2. Is it your first or second visit to this city? 3. What's worth seeing in your home town? 4. Do you always use a guide-book when you go sightseeing? 5. What museums are there in your town? 6. When and under what circumstances was your home town founded? 7. What is Kiev (London, Paris, Odessa, etc.) famous for? 8. What historical places in Kiev do you know? 9. Do you like your native town? 10. How long have you been living in Kiev? 11. What is worth seeing in Kiev (Moscow, Tokyo, Toronto, and Rome)? 12. What places in your town do you like best? 13. What monuments do you visit in other cities? 14. What towns and cities abroad have you ever visited? 15. What cities do you like best?

Exercise 8. Discuss the problems.

I. Some people, before starting on a sightseeing trip, try to read up about the places of interest they are going to see. They say the more the tourist knows about the place of interest, the more he (she) can see and the greater his (her) impressions are.

What do you think about it?

II. The 20th century is the age of modern architecture and tall buildings. In some countries the heated discussion on the spread of tall structures in cities, especially in those having historical traditions, has blown up into a real war. Some think skyscrapers spoil the view of the old towns. "Glass boxes" are monotonous, they say. Some believe that, on the contrary, high structures built in old cities improve their skyline and add a certain modern touch to their old-fashioned looks.

What do you think about all this?

III. The achievements of the ancient Greeks and Romans in buildings skill still underlie the culture of construction of our contemporaries. Some believe, though, that modern architecture and the principles of town planning have little, if anything, to do with the ideas of the antique masters.

Exercise 9. Can you support your point of view with facts and examples?

Exercise 10. Make up sentences.

I. (Ladies and gentlemen) I'd like to draw your attention to this *house*. (palace, monument, bridge, cathedral, building, fountain)

II. Our city (town) is famous for its *numerous monuments*. (beautiful churches, straight and wide streets)

III. The magnificent *palace* was built *in 1780*. (castle, tower, bridge, wall, canal, port, road; in the 18th century under Catherine II, by order of N., after the design of K.)

IV. The foundation of the *town* (castle, tower, road, cathedral, canal) dates back to *the times of Ivan the Terrible*. (the 2nd century B.C., the 14th century A.D., the times of Suvorov, the pre-war times, the Roman Empire)



Exercise 11. Translate the text *Life in a village 4,000 years ago*.

Thousands of years ago, there was ice across a lot of the world. When the ice melted and it became warmer, people's lives changed. They began to move from place to place. They didn't live in caves any more. They lived in long houses. They made their houses with small trees and grass. In those days, children didn't go to school. They went into the fields and helped with the animals. They had cows, pigs, sheep, goats and dogs, but they did not have horses, cats or chickens. The women cooked meat and made cheese and butter from milk.

They wore wool clothes and leather boots. They didn't have farm machines, but the cows worked with the farmers in the fields. The people didn't stay in one place. Many people went from village to village. They saw how other people lived. When rangers came to the village they exchanged new ideas. Sometimes they bought things – pots, crops and metal – from each other. There were a lot of lone rangers there. They were always on the tramp. That was vagabond life. There were a great number of homeless wanderers.

Exercise 12. Read the following pros and cons. Think of some more.

It is better to live in a big city	It is better to live in a village
for	for
There are a lot of cultural centres. There are various sport facilities. You can choose more jobs to take	There is a lot of fresh air and beautiful nature around you. You have a lot of physical activity working in the garden, etc. Theatres give their performances just in the place you live.
against	against
You suffer from noise and air pollution. You have to cover too long distances every day. You are always in a hurry.	It takes too much time to get to town. You have to get up very early in the morning. In summer you are very busy working in the field or in the garden.

Exercise 13. Remember that.

DETOUR	– об'їзд
NO PASSING	– обгін заборонено
TRAFFIC CIRCLE	– рух по колу
TRAFFIC LINE	– автомагістраль
NO PARKING	– паркування заборонено
PUBLIC PARKING	– громадська стоянка (паркінг)
AUTO REPAIR	– ремонт автомобілів
CAR WASH	– мийка автомобілів
SLOW. CHILDREN	– обережно, діти
SPEED LIMIT 55	– обмеження швидкості 55 миль на годину

Exercise 14. Analyze the information, which is in the highlight, and use it in practice.

Exercise 15. Add some information & make up a small report and give a talk in class.

Exercise 16. Read the information & pick up the essential details in the form of quick notes.

TOPICAL VOCABULARY

route – дорога, шлях; шосе; магістраль *Syn. way, road, highway*; напрям; відстань
en route – дорогою; на шляху; транзитом
direct route – прямий шлях
scenic route – мальовнича дорога
sea route – морський шлях
overland route – сухопутний шлях
trade route – торгівельний шлях
bus route – маршрут автобуса
circuitous (devious, indirect) route – обхідний, непрямий шлях, маршрут
route forecast – прогноз погоди на шляху, перельоту
route chart – маршрутний графік; карта, мапа маршруту
to map out (plan) a route – накреслити маршрут
to follow (take) a route – дотримуватись маршруту
air route – авіалінія, повітряна магістраль, траса
route classification – характеристика маршруту
alternate route – альтернативний, обхідний шлях; додатковий тракт
circular route – кільцевий маршрут
exit route – маршрут відправлення

way – шлях; дорога; маршрут

access way – під'їзна дорога; під'їзний шлях
express way – швидкісна дорога
a way across the valley – дорога через долину, дорога долиною
through the centre of the city – центром міста
a way from A to B – шлях, дорога з А до Б
in smb's way – на шляху у когось
on one's way (under way) – на шляху (завадити)
on the way home (to work, the airport) – дорогою додому, на роботу, до аеропорту
to ask (tell smb.) the way to Oxford Street – спитати у кого-небудь, пояснити кому-небудь, як дістатися Оксфорд-Стріт
to block smb's way – перепинити комусь шлях, дорогу
to be / stand in smb's way – бути, стояти у кого-небудь на шляху
to fight one's way through the dense vegetation – дертися крізь хаші
to go separate ways – іти різними шляхами
to hold / keep one's way – дотримуватись обраного шляху
to lose one's way – заблукати, втратити вірну дорогу
to make one's way to (towards) smth. – прямувати куди-небудь
to find one's way out of the building – знайти вихід з будівлі

We lost our way in the maze of narrow streets. – Ми заблукали у лабіринті вузьких вуличок. She thrust her way through the crowd. – Вона пробиралася крізь натовп. Much was certainly lost when the former Soviet Republics decided to go separate ways. – Багато що, звичайно, було втрачено, коли шляхи колишніх радянських республік розійшлися. I couldn't get through the gate because your car was in the way. – Я не міг проїхати у ворота, оскільки твоя машина перегородила дорогу. Get (keep, stay) out of my way! – Заберися з мого шляху!

one-way ticket – квиток в один бік

to look the other way – навмисно дивитися в інший бік, не помічати

Which way is the town from here? – В якому напрямку звідси місто? Could you look this way? – Подивіться, будь ласка, сюди (у цьому напрямку). They paused at the top of the stairs, doubtful as to which way to go next. – Вони зупинились вгорі на сходах, не знаючи в який бік далі йти. Are you going my way? – Нам в один бік? Which way does the room face? – Куди дивляться (спрямовані) вікна кімнати? The sign was the wrong way up. – Вивіска висіла догори дригом. We have walked a long way. – Ми подолали пішки велику відстань. Holiday is a long way off. – Відпустка ще далеко.

район, місцевість; область, сфера занять

somebody from Newcastle way – хтось із району Ньюкасла

If you speak standard English anywhere round our way, people tend to view you with suspicion. – Якщо у нашій місцевості ви розмовляєте літературною англійською, люди ставитимуться до вас дещо підозріло.

path – стежка; доріжка; а) бігова доріжка б) доріжка велотреку; шлях; дорога

to beat (blaze, clear, make) a path – уторовувати, прокладати дорогу

to clear a path through a jungle – звільнити, розчищати стежку в джунглях

to cross smb.'s path – перетинати чийсь дорогу

beaten path – уторована доріжка

a path goes (leads) somewhere – дорога прямує куди-небудь

war path – стежка війни

course – курс, напрям (літака, пароплава)

The ship was 200 miles off course. – Корабель на 200 миль відхилився від курсу.

direction – напрям

opposite direction – протилежний напрям

right direction – правильний напрям

wrong direction – неправильний напрям

to move (step) in the right direction – крок у правильному напрямку

road – дорога, шлях, шосе

to surface a road – класти, робити дорогу

to give smb. the road – дати кому-небудь проїхати, звільнити дорогу

The road goes (leads, runs) to the church. – Дорога прямує до церкви.

The road curves / winds. – Дорога повертає, завертає.

to hit the road – вирушати в дорогу *Syn. set out, take the road*

(up) on the road – дорогою, на шляху, під час подорожі

back road – польова дорога; дорога місцевого значення

country road – польова, ґрунтова дорога *Syn. back, country road*

dirt (unpaved) road – земляна, ґрунтова дорога

impassable road – непрохідна дорога

feeder road – дорога, що прямує до великої автомагістралі, під'їзний шлях

main road – головна дорога, шосе, магістраль *Syn. trunk road*

macadam road – дорога, вкрита щебінкою

ring road – кільцева дорога

road pricing – плата за користування автомобільною дорогою (наприклад, за пересування особистим автомобілем у центрі міста)

rocky road – кам'яниста дорога
 secondary road – дорога місцевого значення; дорога, що прямує до магістралі
 merging roads – дороги, що сходяться
 service road – "підсобна дорога" (проходить за межею будинків; переважно призначена для під'їзду транспорту, який обслуговує магазини)
 slip road – в'їзд на автомагістраль, з'їзд із автомагістралі *Syn. ramp road*
 surfaced road – дорога із твердим покриттям
 toll road (tollway) – платна автомагістраль
 trunk road – головна дорога, шосе, магістраль *Syn. main, trunk road*
highway – велика дорога; шосе, магістраль; головна лінія зв'язку, головний шлях
 main highway – автомагістраль
 divided highway – дорога з двома смугами та одностороннім рухом
 limited-access highway – дорога з обмеженим проїздом
 highway crossing – переїзд *Syn. street*
 The great sea on the west is the natural highway of commerce. – Велике море на заході становить природній торгівельний шлях.
 прямий шлях до чого-небудь; правильний шлях
 highway to ruin everything – прямий шлях до знищення всього
 interstate highway – федеральна автострада (між штатами)
 to take to the highway – займатися розбоєм, податися в розбійники
 data highway – канал, магістраль даних
 highway to India – торговий шлях до Індії
 highway accident – нещасний випадок на автомобільній дорозі
curb (kerb) – бордюрний камінь; узбіччя (тротуару)
concourse – перехрестя, перетин доріг; скупчення людей; вестибюль вокзалу

Exercise 1. Analyze the topical vocabulary and remember it.

Exercise 2. Read the phrases and idioms and try to translate them.

To hit the road (slang) – to start or resume travelling; to take (to) the road – to begin a journey or tour; dirt road – an unsealed country road; ring road – a main road that bypasses a town or town centre; US names: belt, beltway; congestion charge road – pricing the practice of charging motorists for using certain stretches of road in order to reduce congestion; service road – a relatively narrow road running parallel to a main road and providing access to houses, shops, offices, factories, etc., situated along its length; slip road – a short road connecting a motorway, etc., to another road; trunk road – a main road, esp. one that is suitable for heavy vehicles; to go out of one way – lead the way; a) to go first b) to set an example or precedent; to make one's way in the world.

Exercise 3. Read and translate phrases into your native language.

Grand tour – (formerly) an extended tour through the major cities of Europe, esp. one undertaken by a rich or aristocratic Englishman to complete his education; *jaunt* – a short pleasurable excursion; *pilgrimage* – a) a journey to a shrine or other sacred place b) a journey or long search made for exalted or sentimental reasons; c) to make a pilgrimage; d) field trip or expedition, as by a group of students or research workers, to study something at first hand; *outing* – a short outward and return journey; trip; excursion; *trip* – a) a journey or excursion, especially for pleasure; b) the distance from start to finish of a race; c) a stumble or fall due to catching one's foot on something; d) an exciting (stimulating) experience.

Exercise 4. Use the questions to compose your own dialogue.

- Can you tell me the way to the bus stop?
- Can you direct me to the cinema, please?
- I'm looking for the post office. Can you help me, please?
- Where can I find a bank, please?
- Could you tell me where the department store is?
- Is there a pharmacy nearby?
- How far is the nearest travel agency?
- How long will it take me to get there?
- How can I get to the university?
- How far is the nearest store?
- Can you tell me the way to the bus station?
- Can you tell me the way to the airport?

Exercise 5. Read the dialogue in a taxi-cab and learn it by heart.

Driver: Did you call a cab?

Lady: Yes, I did.

Driver: Okay, where to, lady?

Lady: Beauty saloon "Twilight".

Driver: Uh, is that the one in the Riverview hotel?

Lady: No, it's at the corner of station and market Downtown.

Driver: Oh, sure, I know where that is. I'll have you there in no time.

Lady: Fine.

Exercise 6. Learn the dialogues by heart and carry them on in class. Render the contents of the dialogues in Indirect Speech in English.

Ms. Ferreira: Excuse me.

Is there a theatre near here?

Mr. Lima: Go along here until you come to a roundabout. Go the roundabout; take the second turning on the left. Go along this street.

Take the second turning on the left, then go along street, go past the chemist's shop, the police station and bank. Turn left and go under the bridge.

The Palace Theatre is on the right.

Ms. Ferreira: Go around the roundabout take the second turning on the left., turn left at the bank and go under the bridge.

Mr. Lima: Yes, the Theatre is in that street.

Ms. Ferreira: Thanks, that's great.

Exercise 7. Remember that.

To **get** to your destination you could... Walk, cycle, jump on the underground, **get** on a ferry, hop on a bus, ride the cable car, **get** a tram, take a taxi, drive, or even even fly! However, the Underground wouldn't work so well in somewhere like Scotland where **towns** and places to visit are a little further apart. One of the main reasons people chose to live where they do is thanks to transport. Your house might be close to school or work or near a train station or bus route that can take you where you need to be. Roads, rails, cycle paths and walkways are really important parts of town planning and they all have to be managed so that they aren't overcrowded!

DIALOGUES «GETTING ABOUT A TOWN»

- Excuse me, would you mind telling me the shortest way to Flower Square?
- Do you want to walk there?
- Oh, no, I am afraid it will take me too long. You see, I am a stranger in this city, so I don't know how to get there.
- What means of communication do you prefer?
- I prefer either the metro or a bus; trams are too overcrowded nowadays.
- Then take bus (number) two, it stops just over there on the other side of the street.
- Excuse me, but I think it would be much quicker to reach Flower Square by the metro.
- Is the metro station far from here?
- Oh, no, it's quite near, it is just round the corner.
- Thanks. By the way what is the fare on the metro?
- It is \$2.
- Thank you. Much obliged.
- Not at all.



- Is it 245-64-33? May I speak to Anna, please?
- Speaking. Is that you, Mary? Where are you?
- In a telephone booth.
- Why? What's the matter?
- Nothing special. I've just lost my way.
- But where are you?
- In a telephone booth.
- I see, but where is the telephone booth?
- I can't tell you exactly. It's a very busy place. There is a department store across the street and a church on my right. And I think I can see a river in the distance.
- A big river? Just behind the department store?
- That's right.
- Then go up the street to the road crossing and turn to the left – there is a metro station there. Cross the street and take a trolley-bus route...
- There's a taxi coming. I'd better take it. Thank you, Anna. Taxi! Taxi!



- What impressed you most of all, Jane?
- Oh, there were so many beautiful and interesting things to see that I can hardly pick anything out as the most impressive. Take for example the works producing equipment for atomic power plants or the botanical gardens.
- Well, what would you say of the new campus of the Polytechnic Institute?
- Yes, that's what I wanted to begin with. It's marvellous and beautiful from the architectural point of view and it must be very convenient and comfortable for those who study there.

Exercise 1. Learn the dialogues by heart and carry them on in class. Render the contents of the dialogues in Indirect Speech in English.

Exercise 2. Write out all phrases and words according to the topic.

Exercise 3. Write a small essay on the topic.

DIALOGUE «ASKING THE WAY»

- What can I do for you?
- Could you give me some information?
- Gladly.
- I don't know this town and I can't find my way round.
- Well, it's quite simple.
- You see, I am a stranger here.
- In that case, I'll show you the town.
- I'd appreciate that a lot.
- Do you see that large building on the corner?
- The one with the flag?
- That's right. That's the Post Office. Opposite it, on the other side of the street...
- Where?
- Over there. Do you see that other building with the clock?
- Oh, yes, now I see.
- That's the City Hall.
- I see... By the way, what's the name of this street?
- Main Street.
- Where is the police station?
- At the end of the street. Go straight ahead.
- What if I miss it?
- You can't miss it. It's a big building with an iron fence around it. Do you see that store?
- Which store? The one on the right?
- Right. The one with a large green globe in the window.
- Is it a barbershop?
- No, it is a pharmacy. The doctor lives right next door. His name is on the door.
- Does he have his office there as well?
- Yes, but he spends every morning at the hospital.
- Where is the hospital?
- The hospital is two blocks from here just before you come to the highway.
- How can I get back to my hotel?
- Go this way. You see it there, next to the movies.
- Now I understand.
- Why don't you buy yourself a guidebook?
- That's not a bad idea. Where can I buy one?
- In the station or at any newspaper stand.
- Is the station far from here?
- The station is at the end of Independence Avenue.
- Where is a newspaper stand near here?
- There's one on this corner.
- Thank you very much.
- You're welcome. I'm very glad to have been of any help to you.
- I was certainly lucky to meet you. You really know this town very well.
- No wonder. I'm the mayor.

DIALOGUE «TAKING A TAXI»

- Taxi! Taxi! (*Taxi draws up at curb, stops*) Will you help me with my bags, please?
- Certainly. (*Taxi driver gets out of cab, helps woman with bags*)
- I also have a trunk. Can I take it along with me? It's over there on the baggage platform.
- There is a charge for all trunks. It will cost you \$20. However, you can take it with you. I'll strap it on the trunk rack in the rear.
- I suppose it will be perfectly safe there.
- (*Taxi driver proceeds to strap trunk on rear of cab*) Where are you going?
- I want to go to 435 Riverside Drive. And, driver, please drive very carefully. I'm a very nervous woman.
- Don't worry. (*Puts car in gear and speeds off*)
- This is the first time I have ever been in a taxicab in New York City. Incidentally, what is the fare to 435 Riverside Drive?
- It will cost you around \$25.
- You're quite sure it won't be any more?
- It may cost you \$10 or \$15 more. I can't tell exactly. But whatever it is, it will show on the meter.
- What is the meter?
- The meter is this metal box to my right. Whenever we start out with a passenger we put the flag up and that starts the meter functioning. The meter registers the distance and shows the exact amount of the fare.
- You must excuse my ignorance, but this is also the first time I've been in New York City. We don't have taxis like this at home where I come from.
- Where do you come from?
- I come from a small town in Illinois that I am sure you never even heard of. We have only one taxicab in the whole town.
- Instead of being a one-horse town, I guess that's what you might call a one-cab town.
- The fare is ____, and you can go anywhere you want within a radius of three miles.
- What are the taxi rates in New York?
- The rate here is ____ for each additional quarter of a mile. The rates went up a short time ago.
- Is it true that taxi drivers often take advantage of strangers in New York City?
- Instead of taking a direct route they sometimes drive all around the town and then charge the passenger an enormous fare?
- No, that's not true. Any cabdriver would lose his license if he got caught doing a thing like that.
- Heavens! Please be careful. You almost hit the other car.
- Did you see him cut in right in front of me? What was I supposed to do?
- Must you drive so fast? I'm sure you must be going at least forty miles an hour.
- When the lights are with me, I naturally have to take advantage of them. I can't hold up all the traffic.
- I'm sure that I could never drive a car in New York City. Doesn't it make you nervous to drive every day in so much traffic?
- No, Madam!

- I do hope we don't have an accident on the way.
- (A little exasperated) Listen, Lady! I don't want an accident any more than you do. I just got out of the hospital a week ago, and I have no desire to go back.
- You were in the hospital? You poor man! I suppose you were in a serious accident.
- (Determined to end conversation) No, I was a mental case.
- Good Gracious!

Exercise 1. Render the contents of the dialogue in Indirect Speech in English.

Exercise 2. Read the text «Street traffic» and explain your way home.

I want to go from one end of our capital to the other. Unfortunately there is no direct metro service to the place where I want to go. I must take first the metro, then a trolley bus and lastly a bus. I go to the metro station and take a ticket. Then I descend the escalator and walk on to the platform. I board a train. The train dashes off. Very soon, I get off. I rise up the escalator and walk out into the square. Here I take a trolley bus and occupy a back seat. The conductor says: "All fares, please". I tell him where I want to go and pay for a ticket. Then again, I change for a bus. All the time I look out of the window. "What immense traffic!" I think. "What a lot of motor-cars, buses, lorries!"

At last, I get out at the last stop but one. I walk two blocks of houses and see the house I want. I have arrived at my destination.

Exercise 3. Explain the rules of taxi service from the text Getting a taxi at Gatwick.

To provide choice and customer service, London Gatwick Administration has appointed two private hire car companies to offer a special kind of taxi service, 24 hours a day, guaranteeing a car, whatever the destination or distance may be. Both companies are obliged to meter prices for the entire journey and publish their scale of charges.

In the interest of passengers, other taxicabs are not allowed to apply for hire at the airport as, under current taxi laws, there would be no guarantee of service and no control over fares charged outside the immediate Gatwick and Crawley area.

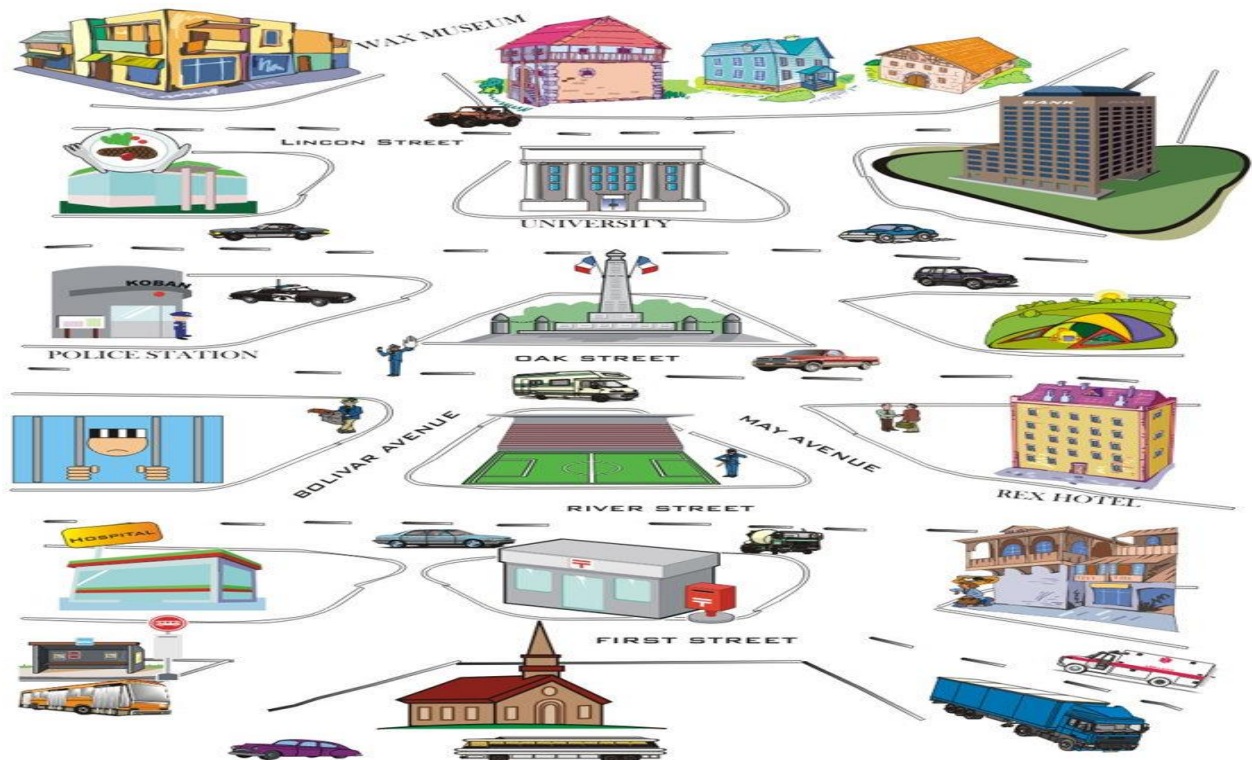
Passengers may of course use any taxi service or private hire car company of their choice, provided they have pre-booked the journey in advance. The simplest way to make contact is to ask the driver to wait at the relevant terminal arrivals concourse with a card displaying the passenger's name.



Ginza is a popular district of Tokyo with many department stores, boutiques, and restaurants. Because its streets can get quite busy and are often congested with cars, buses etc., one of its main routes (the north-south artery) is now closed to traffic on weekends.



Street Culture Language Art Wallpapers & Backgrounds Picture



PHRASES & IDIOMS

That's the way the cookie crumbles. – Таке життя. Нічого не поробиш. Все буває.

a little way(s) – неподалік a long way(s) – далеко

all the other way (all (quite / very much, about, round around)) – зовсім навпаки

all the way – цілком

to go out of one's way – докладати всіх зусиль

to have a way with smb. – вміти поводитися з

She has a way with kids. – Вона вміє поводитися з малюками.

to have a way with smth. – бути майстром у чому-небудь

She has a way with words. – Вона завжди знайде потрібні слова.

to have (get) one's own way – досягти свого, наполягати на своєму

OK, then. Have it your own way. – Що ж, добре. Роби як знаєш.

to have way on – просуватися

to know one's way around (about) – добре знати околиці; бути досвідченим

to lead the way – йти попереду; вказувати шлях; слугувати за приклад

to make one's way in the world – робити кар'єру, здобувати становище у суспільстві

to make way for smb. – дати кому-небудь дорогу

(there is) no way – даремно, нічого не вийде

by the way – до речі, між іншим by way of – через; заради, зметою

by way of Paris – через Париж *Syn. via*

in a way – до певної міри; у певному сенсі

(In a way, in some respects, in a way) In a way yes! – У певному сенсі так!

In a way it's true – Певною мірою це правда.

in every way – у кожному сенсі, з усіх боків

bad in every way – поганий з кожного боку

in many ways – багато в чому

no two ways about it – це неминуче; двох думок бути не може

one way or another (one way or the other) – тим чи іншим чином, так чи інакше

under way – повним ходом, у розпалі

way over – занадто

Preparations are under way. – Підготовка в розпалі.

way to go – молодець (вигук схвалення)

Way to go, Mary! You've done a great job! – Молодець, Мері! У тебе чудово вийшло!

That's the stuff! Way to go! – Відмінно! Те що треба! It all happened way back in the

sixties. – Все це трапилось ще у 60-ті роки. That was way back. – Це було дуже давно.

way behind – далеко позаду

way ahead – далеко попереду

way back – давно way back in the nineties – давно, ще у 90-х роках

every path has a puddle – на кожному шляху трапляються перепони

enter (take) upon the path of smth. – обрати шлях (чого-небудь)

all roads lead to Rome – всі дороги ведуть (прямують) до Риму

any road – в усякому разі

be (get) in smb.'s road – перешкоджати кому-небудь, бути на шляху у кого-небудь.

Exercise 1. Analyze the phrases & idioms and remember them.

Exercise 2. Analyze the information, which is in the highlight, and use it in practice.

CONVERSATIONS

- Excuse me, can you tell me where South Street is, please?
 - Take the second turn on the left and then ask again.
 - Is it far?
 - No, it's only about five minutes' walk.
 - Many thanks. – Not at all.
-

- Excuse me, please. Could you tell me the way to the station?
 - Turn round and turn left at the traffic lights.
 - Will it take me long to get there?
 - No, it is no distance at all.
 - Thank you.
 - That's okay.
-

- Does this bus go to the station?
 - No, you'll have to get off at the bank and take a 192.
 - Can you tell me where to get off?
 - It's the next stop but one.
-

- Am I okay for St Mary's Church?
 - No, we only go as far as the park. However, you can walk from there.
 - How much further is it?
 - It's quite a way yet, but I'll tell you in good time.
-

- Will you tell me the best way to the Central Railway Station?
- I shall have to explain it to you in detail.
- Please tell me everything in detail.
- Well, the simplest way is for you to take the trolley bus from here down to Flower Street, where there is a metro station. From the Flower station you go direct to the Central station.
- Will I have time to reach the Central Station in forty minutes? You see I have got to catch my train, which leaves fifty minutes from now.
- Certainly. You will arrive at the station in some minutes.
- So I have not got to hurry?
- There is no special need to hurry, but of course you must not be too slow.
- I suppose crossing the street may take some time.
- Not too much. But be careful! Mind, you pass the street only under the green light. If you suddenly see the yellow light while you are crossing, stop and wait in the middle of the street, because in a few seconds the red light will flash up. Otherwise you may be run over by a car. For your own good observe the troubles of street traffic.
- I wonder if the militiaman switches on the light or the lights work automatically.
- In most cases it is the militiaman but on some busy thoroughfares and avenues the traffic is controlled automatically.
- Thank you very much for the information. I will do as direct me.

Exercise 1. Learn the conversations by heart and carry them on with your classmate in class. Render the contents of the conversations in Indirect Speech in English.

Exercise 2. Read the text and render your attitude to the using of a bus.

Have you travelled on bus? Or do you take the school bus every morning to get to school? In that case you never ask where your bus is bound. You just get on it and get off it when it stops at your school. If you live in a village you may want to travel to the nearest town. Then you will perhaps catch the bus, which runs between your village and the town, or which passes through it on its way to the town. If there is a conductress on your bus, she says "Fares, please", and then "Any more fares, please?"

If there is no conductress, you put your fifty kopecks in the ticket machine and take a ticket. When the bus is crowded, passengers pass the money along to the passenger nearest to the machine, and the ticket is then passed back. When you get near the stop at which you want to get out, you ask the person in front of you whether he is getting out at the next stop. If not, he makes room for you to get by, and you slowly move to the front.

DIALOGUES «IN A BUS DEPOT»

Customer: How much is a ticket to Reno, please?

Clerk: Forty-two fifty one-way, eighty bucks even round trip. You see, there's a saving if you get the round trip. You want it?

Customer: No thanks. Just one-way, please. I'll be going on from there later.

Clerk: Oh, well, in that case you could get a ticket to wherever you're going after that, or you could get one of our thirty-day passes.

Customer: Thanks very much, but a one-way ticket to Reno is all I need today.

Clerk: Okay, it's up to you. A one-way to Reno, then.

Customer: Yes, thanks.



Clerk: Here's your ticket, ma'am.

Customer: Thank you. Uh, can I check my suitcase?

Clerk: Sure can. Just carry it out to the bus and the driver'll take care of it for you.

Customer: All right.

Man: Excuse me, I'll take it for you, if you like.

Customer: No, thank you, I'm fine. It's not very heavy.

Man: If you say so.

Customer: Thanks anyway.

Exercise 1. Render the contents of the dialogues in Indirect Speech in English.

Exercise 2. Answer the questions.

1. Which is more rapid, the bus or the subway? 2. Why are streetcars being replaced in most cities by buses? 3. Do the buses in your town stop at every corner or only at specially marked stations? 4. How are these stations marked or indicated? 5. Do you consider the job of bus-driver an easy or difficult job? 6. Upon entering the bus, what do the passengers do with their fare? 7. Are transfers given free on most buses or is there usually a charge for transfers? 8. Have you travelled on bus? 9. How can you travel to the nearest town if you live in a village? 10. Will you perhaps catch the bus, which runs between your village and the town? 11. Can you drive (operate) a streetcar?



Exercise 3. Read the dialogue and compare your translation with given one.

- Excuse me! How do I get to the train-station, please?
- Пробачте! Чи не підкажете, як доїхати до вокзалу?
- You can take a bus or the subway. Subway will be faster because the traffic might be bad at this time of the day.
- Можна доїхати на автобусі і на метро. Метро буде швидше, так як в цей час можуть бути пробки.
- What is the number of the bus that goes to the train station?
- Який номер автобуса, який йде до вокзалу?
- You can take any bus. They all run in that direction.
- Ви можете поїхати на будь-якому втобусе. Вони всі їдуть в одному напрямку.
- Where is the nearest bus stop?
- А де найближча автобусна зупинка?
- Take a left on the street corner. It's right there.
- Поверніть наліво на розі вулиці. Там і буде зупинка.
- Thank you.
- Д'якую.

Exercise 4. Read the text «A Motor Tour» and render your attitude to a motor tour.

Many people like to spend part of their holiday on a motor tour. They enjoy to make a tour of Ukraine. In the past, there was a grand tour very popular. Some sightseeing tours are very common for students and youth nowadays. Usually they choose to go to interesting places they have not been to before. If the weather is fine, they think they will have a very pleasant holiday. A fast and comfortable car is a good thing, but first you have to be taught to drive. If you pass your driving test, you will take out a driving licence. However, that means you are only an amateur driver. You must always remember that it is necessary to drive carefully to avoid accidents on the roads. When you decided to go for a drive somewhere, you check the air pressure in all the tyres. Then you drive the car out of the garage to see that nothing is wrong with the ignition system and that the brakes are in good order. If there is not enough petrol in the tank, you drive up to a filling station for some more. If you drive carefully, you will enjoy yourself and return home without an accident.

DIALOGUE «AT A CAR RENTAL AGENCY»

- Hi! May I help you?
- Yes, I reserved a car and I'd like to pick it up. My name's Ferris.
- Okay... yes. Here we are.
- Uh, could you tell me again what kind of car I ordered? I'm afraid I forgot.
- Certainly... a Chevy.
- Oh, yes, now I remember. You know, I really don't need such a big car now, because I'll be travelling alone. Would there be a smaller one available, by any chance?
- Well, I'm not sure, but I can check. How long will you need it?
- Until Friday.
- All right... no, I'm sorry, but there's nothing available here at the airport. I'll check our downtown office, if you like.
- Oh, no, that's all right then. If only I had reserved a Honda or something from the agent in Europe, but I'll take the citation.
- Will that be cash or charge?
- Charge. Do you take visa?
- That'll be fine. Sign here, please.
- Okay. Uh, where is the car rental area located?
- Okay, just take the red underpass down there on your right and take a left when you get to the other end. You should bring the car back to the same place on Friday.
- Thank you very much.
- Have a nice trip.

Exercise 1. Render the contents of the dialogue in Indirect Speech in English.

Exercise 2. Translate the words and phrases with the keyword «traffic».

Air traffic; light traffic; local traffic; long-distance traffic; one-way (two-way) traffic; rush-hour traffic; slow-moving traffic; through traffic; vehicular traffic.

DIALOGUES «AT THE RENTAL COUNTER»

Agent: Is that all then?

Customer: Uh, no could you tell me what I should do if the car breaks down?

Agent: Well, I'm sure you won't have any trouble, sir, but if something should happen, just call this number. They'll see that you get help.

Customer: Thanks.



Agent: Do you have a question?

Customer: Yes, I'm reading the agreement and I don't see... could you show me where the part about insurance is?

Agent: Is there anything else?

Customer: Yes, I'd like to know what to do in case of accident.

Agent: Hmm-hmm. At the bottom of the form you'll see that you are expected to notify the police in the town where you are, and you have to fill out one of our forms, too. You'll find some in the car.

Customer: Thanks. I hope I don't need them!

Agent: So do I.

SECRETS OF CAR RENTAL COMPANIES

What's it like on the other side of the car rental counter? The answer may surprise you.

I've been corresponding with a former car rental employee, and he's shared some remarkable insights into the business that might help you make a more informed decision the next time you rent a car. The first thing you need to understand, he says, is that agency employees aren't in the customer service business.

They're salespeople. I'm judged almost solely on a number. It's determined by the number of times I sell our products per given opportunity.

Every customer who walks up is an opportunity to sell a number of different services.

For me, I can sell the damage waiver – that's the most popular – liability insurance, personal accident and effects coverage, and the pre-pay fuel option.

Upon returning a customer's vehicle, I can charge a fee if the tank is not filled up to the level it was rented at. For customers who have reservations, I can upgrade them to a better vehicle. That's six different opportunities to sell to each customer.

As a car rental employee, your goal is to sell "every one of these products to every customer", he adds. And if he can't? Then that all-important number by which every car rental employee is judged is lowered.

So even though you may sell, for instance, the liability insurance, you have failed to sell four to five other services and thus your number will be docked. This number is very important because we get paid a commission on it according to a pay scale and the dollar amount we've brought in each month and quarter. There is a floor and ceiling to this pay scale. If your number is below a certain level you aren't eligible for a commission. If our numbers remain consistently high, we can be considered for promotion. If our numbers are low, we hear about it from umpteen different managers in e-mails, by phone, and in person.

The numbers game is played at the highest level.

Managers are judged based on their location's cumulative number – an aggregate of all employee numbers – so they're likely to encourage more aggressive sales strategies.

"I saw all kinds of tactics to increase these numbers", he says. "Some higher managers turned a blind eye to questionable and unethical methods". How does this affect you?

Keep in mind that you're dealing with overworked, stressed-out employees from the moment you walk up to the counter to the moment you return your vehicle. At one point, this ex-employee was working 12-hour shifts without a break. Also, remember that they see dollar signs the moment you walk through the door. So they will do anything in their power to sell you insurance, a fuel purchase option or an upgrade.

How to get around this racket? Here are six tips from my insider.

Always inspect the car you are renting with an employee before signing anything.

Car rental offices should have a vehicle inspection form that's signed by you before the car leaves the lot. This limits the possibility that you'll get blamed for damage that you didn't cause. "Unfortunately, from my experience, many customers were blamed for damage they did not cause", he says. "As a tired and busy employee, the last thing I want to do is walk around the car with you and make notations about the small scratches on the rear bumper. I could care less. But you should be adamant that this is done before you sign for anything".

Off-airport locations are often cheaper than airport locations.

The vehicles at airport locations typically cost more because of airport fees, which cover the car rental agency's rental and transportation costs. "The cost difference can be great", he says. "You may want to reserve a car at a location nearby the airport. You should see a difference".

Make multiple reservations and play the system.

Most reservations can be cancelled without penalty. My insider suggests making multiple reservations. "Look at rates online or call in for them", he says. "If you're not too picky, make a reservation for one of the small, cheap cars. Make another for a nicer car that you might like to rent. When you show up, use the reservation for the smaller car.

Ask the rep how much it costs to upgrade to the nicer car you want to rent. If they rate ends up being less than what you reserved the higher-class car at, then do it. If not, use the other reservation. They have to honour reservation rates".

Negotiate your upgrade.

Upgrade rates don't exist. They're made up by salespeople. "If you come in with a Ford Focus reservation and were interested in a larger car, I'll charge an upgrade for you to get into a Ford Escape", he says. "If you have a Ford Escape reservation and are looking for something more fuel-efficient, I'll charge you an upgrade to a Ford Focus. This actually happens!" The fee is entirely at the salesperson's discretion, and is entirely negotiable.

Timing is everything.

The largest expense incurred by a car rental company is depreciation. Basically, these companies are leasing all the cars in their fleet. They're charged different rates for different types of cars. "It is very important for car rental companies to have as many cars on the road as possible, as any cars that are sitting are not making money, and are actually costing the company money in depreciation fees". A customer who shows up after a busy holiday weekend can more or less name the price for a rental car. "They should be begging for you to take cars off their lot", he adds.

Complain and you shall receive.

Car rental companies often go to great lengths to make customer happy – even when their grievance are not legit. "Like most companies, we want you to use again –and again and again", says the insider. "E"ven some of the most ridiculous complaints that I've seen have been resolved by one of my managers. They offered a full refund *and* a free rental to a customer I knew was full of it. But we want you back so much that an occasional hit is fine". These are 6 secrets car rental companies don't want you to know.

Exercise 1. Translate the words and phrases with the keyword «rent».

Rent, to pay rent, fair rent, rent-a-car, for rent, ground rent, rent strike, to rent a flat, rent on a natural resource, life rent, residential rent, rent charge, rent price, rentable, rentage, rental, computer rental, rental agency, rental charge, rental equipment, rental expenses, rental fleet, rented, renter, rentes, French Rentes, rentier, renting, rents freeze, rental housing, rental income, rental revenue, rental service.

Exercise 2. Analyze the information, which is in the highlight, and use it in practice.

Exercise 3. Add some information & make up a small report and give a talk in class.

Exercise 4. Analyze the topical vocabulary and remember it.

TOPICAL VOCABULARY

traffic – рух; транспорт

bumper-to-bumper (heavy) traffic – інтенсивний, суцільний рух

highway (motorway) traffic – вуличний рух

traffic congestion – затори на дорогах

flow of traffic – потік машин

to block (hold up, obstruct, tie up) traffic – блокувати, затримувати рух

to direct traffic – регулювати рух транспорту

Traffic was unusually light for that time of day. – Для цієї години на дорогах було надзвичайно мало машин.

light traffic – рух із незначною кількістю транспорту

local traffic – рух у межах однієї транспортної лінії

one-way traffic – односторонній рух

long-distance traffic – сполучення між пунктами на великій відстані

rush-hour traffic – рух машин в годину пік

slow-moving traffic – повільний рух транспорту

through traffic – наскрізний рух, пряме сполучення

two-way traffic – двосторонній рух

vehicular traffic – рух автотранспорту, автомобільний рух

to break traffic regulations – порушувати правила дорожнього руху

transport – транспорт, засоби сполучення

Have you got your own transport? – У вас є власний транспорт? The extra money could be spent on improving public transport. – Додаткові кошти можна було б витратити на розвиток громадського транспорту.

transport charges – транспортні витрати

transporter – перевізник

transportation – транспортування, перевезення

to provide transportation – забезпечити транспортування, перевезення

bus transportation – автобусне перевезення *Syn. transport, conveyance*

ground (surface) transportation – надземний транспорт

mass (public) transportation (conveyances) – громадський транспорт

conveyance – перевезення, транспортування

conveyance of goods – перевезення товарів

The convenience of public conveyances. – зручність громадського транспорту.

vehicle – транспортний засіб

to drive (operate) a vehicle – керувати яким-небудь транспортним засобом

all-purpose vehicle – універсальний засіб пересування

hired (rented, self-drive) vehicle – орендований транспорт

five-passenger vehicle – транспортний засіб на п'ять місць

(sport) utility vehicle = SUV (off-road vehicle) – позашляховик

armored vehicle – броньована машина

half-tracked vehicle – всюдихід

passenger vehicle – пасажирський транспорт *Syn. carrier*

maintenance vehicle – автомобіль з обладнанням для технічного обслуговування

fire-engine vehicle – пожежний автомобіль

Exercise 1. Analyze the text on travelling by car and digest it.

There are many different means of transport. Sometimes we can't imagine how people could live without cars, buses, trains and planes many years ago. Some people prefer travelling by car, others think that it's dangerous and pollutes the environment.

Whatever your views, there's no doubt that travelling by car has both many advantages, and a lot of disadvantages. To begin with the speed, we can move quickly from one place to another. We don't have to waste our time and wait for a bus. If we want to go to the hospital we do not need to go to the bus station and wait. It is very important, because we can travel wherever and whenever we want.

Secondly, cars are always available and we can go by car everywhere. Sometimes bus travels very rarely in small villages. People have to wait for a long time to go to the town. Availability is the second advantage of travelling by car.

Moreover, we can also have touring holiday when and where we want. If we want to go for a trip, we don't have to book bus tickets – it's too complicated. If we have a car, we need only a map or GPS system and we can simply get into a car and go!

On the other hand, travelling by car is not very comfortable for a driver. He cannot relax; he has to be careful all the time. Vehicles are forced to stay in traffic jams, it is also very uncomfortable. Passengers can sleep or doing what they want. When driver is very tired, he can be as dangerous on the road as drunk driver. Travelling by car is dangerous, too. There are many crashes on the roads and we should be very careful and sensible.

There are many people, who want to drive after alcohol; they cause a lot of accidents. In my opinion they are irresponsible and immature and people who drink and drive should lose their driving licence for life. Using a car is also very expensive.

If you have a car you have to pay much money for petrol and services. Petrol prices are very high. In my opinion people should use gas more than petrol because gas is better for the environment. What is more, the gas is cheaper. To sum up, if we have money and remember about politeness, patience and responsible driving even when we have problems with finding a parking space and get nervous – we can enjoy driving for many years.

Exercise 2. Translate the phrases with the keyword «square».

To have a square meal; to get square with smb.; to call it square; all square; to play fair and square; to square oneself / one's shoulders; to square smth. with smb.; to square the match; to square the circle; square deal; square report; the square thing; to square accounts with smb.



DIALOGUE «AT A CAR RENTAL AGENCY»

- What can I do for you?
- I need a car. Could you let me *a car out on hire*?
- What kind of car do you want, sir? Big or small? A limousine, a roadster?
- I'd like a small car or a *hatchback*.
- How long will you need it?
- Until Friday.
- Just a moment. I'll check... Yes. I've got a Chevrolet.
- How old is it?
- Pardon? How old ... It's 14 years old. It isn't very new, but it's in very good condition.
- Perhaps not a Chevrolet, then.
- There are no other small cars *available* at the moment, sir... How about a Ford Escort. It's nearly new; it's only two years old.
- Fine.
- May I see your *driving licence*, sir?
- Yes. Here it is.
- Just sign the agreement.
- May I read it first?
- Of course, sir.
- What shall I do if your car breaks down?
- I am sure everything will be O.K., but if something is wrong, just phone this number.
- Shall I pay now?
- If you don't mind, sir.
- Where is the car rental area?
- Go down these stairs to the ground floor. Take the corridor on the right. There will be a door at the end of the corridor. Go through that door. Turn to the left. The *car rental area* is around the corner. You *can't miss it*.
- Thank you very much.

Exercise 1. Learn the dialogue by heart and carry it on with your classmate in class. Render the contents of the dialogue in Indirect Speech in English.

Exercise 2. Translate the sentences with the keyword «square».

1. I'll do as I've said if he acts square. 2. He ran square into the garden. 3. Can you square things with the director so that the worker won't be punished for the damage he had caused? 4. How can you square this with your conscience? 5. His actions do not square with his principles. 6. Give me a minute to square up, and I'll meet you outside the hotel. 7. You did it out of square. 8. Do it on the square! 9. Three square is nine. 10. These are the square of modern law. 11. Is their business on the square? 12. Is he on the square? 13. Can we trust them to act on the square? 14. They'll beat you at it even if they play on the square. 15. His ideas were always square. 16. He is always square in all his dealings. 17. You know books. Those things with pages very square people still occasionally read. 18. His description does not square with reality. 19. Don't worry we'll get things squared away. 20. He helped a newcomer to get himself squared away. 21. There was heavy traffic on the roads. 22. Traffic was unusually light for that time of day. 23. Rush-hour traffic is very heavy in our town. 24. He was a thriving man, and trafficked on the seas. 25. They trafficked with us for coconuts and other fruit.

Exercise 3. Read and digest the passage.

For enthusiasts of cycling there are a few tips to get around in the Eternal City on two wheels along the most characteristic streets without worrying about finding parking even in the *Limited Traffic Zone*. If you don't have a bike in Rome you can *rent* one, in one of the bike rental or subscribe to the service bike sharing, service for citizens, tourists and city users that allows you to use the bicycle every half an hour.

If you are tired and the goal to be achieved seems too far away, do not worry on holidays, for the duration of the service, and in the evening after 8.00 p.m. are allowed the access of bicycles on the *metro lines A and B* and the *railway line Rome-Lido*.

The passenger and bicycle are allowed only on the first carriage in the direction of travel of the train. For subscribers of *Metrebus* your *bicycle is free* of charge, or for each bicycle must be purchased a ticket. The folding bicycles do not have to pay the ticket and are admitted every day and for the duration of the service. The groups (with more than 5 bicycles) have to report, at the phone numbers listed below, their presence in advance of at least 24 hours in order to receive the necessary assistance.

If riding seems too difficult for you, but you can not give up the charm of the two wheels, the Capital offers the possibility to *rent electric pedal assisted bike* and visit Rome will be, no doubt, easier! Just outside the *Aurelian Walls* bicycles paths, rent bicycles and especially nature and art await you. The Appia Antica park is the ideal place for lovers of two wheels; on the bike you can discover the wonders of the via Appia Antica (Mausoleum of Cecilia Metella, the Villa of Massenzio, the Catacombs), the Park of the Aqueducts and all the *Valle della Caffarella*). Much more, bike lanes in Rome will allow you to ride around the city on the Tiber, in Villa Borghese and beyond the border of the capital. It is slightly rash to regard the Tiber as an alternative thoroughway to get about the city, although it does serve as a fabulous opportunity to enjoy a relaxing panoramic trip.

A number of different kinds of cruises, sponsored by Rome City Council, have in fact been working both day and night for a number of years. The boat trips run both on an around 6 km. stretch of river running past some of the city's most evocative and historically interesting sites from Ponte Risorgimento to Tiber Island (Isola Tiburina), and south of the city from Ponte Marconi as far as the archaeological site of Ostia Antica.

After Paris, London, Prague, it is Rome's turn to rediscover the charm of boating and getting a totally different point of view from its very own river, the celebrated Tiber.

Open Tourist: takes you to the city's main historical and artistic sites. Operating every day, weekdays and weekends, leaving about every 15 minutes.

Archeobus: takes you through Rome's historic centre and continues along the Park of Appia Antica. Running every day, weekdays and weekends, leaving every 30 minutes

Christian Rome Open Bus: 1 hr. 20 min of description of religious sites and routes.

The service operates every day, including Sundays and holidays. The bus leaves every 15 minutes. While they are often the quickest way to get from point A to point B, you'll experience the city in a dramatically different way if you explore its neighbourhoods on two feet or two wheels. There's a lot within walking distance of campus, including the burgeoning scene on nearby York Boulevard.

Exercise 4. Write out all words and phrases according to the topic.

Exercise 5. Analyze the contents of the passage very carefully.

DIALOGUE «ENQUIRING ABOUT A MOTOR HOME»

- Good morning. Motor home Holidays, Cathy speaking. How may I help you?
- Yes, I was speaking to someone earlier about hiring a motor home, and I've got a few more questions.
- OK, what would you like to know?
- Well, firstly, if you had to be a certain age or if you needed a special licence.
- A regular current driving licence is enough. You have to be twenty-five years old if you're single, or twenty-three if you're married.
- OK, that's fine. Can we pick up the motor home at the airport?
- No, I'm afraid you can't. For safety reasons we have a policy that you pick up the motor home the day after your flight. You will have just had a long tiring flight, and we need to make a certain that we've trained you properly. There's a 45-minute training session when you'll be shown everything you need to know before you drive away.
- I see. So what do we do on the first night?
- We recommend you book into the airport hotel. We can arrange this for you – there's a section on the booking form.
- Right. Now, I wanted to know exactly what's included in the price. I asked about insurance and all that before, but I forgot to ask about petrol and mileage. Could you give me a bit of information?
- Certainly – of course all this will be in the brochure, but I'll just run through it anyway. Fuel is not included. As far as mileage goes, we include 100 kilometres a day in the price – any excess will be charged at twenty-two cents per kilometre.
- OK. There's just one more thing. Erm...the toilets – how do they work? We've never been in a motor home before.
- Oh, they're very modern – very similar to the bathroom in your own house. There are full instructions in the vehicles on how to maintain them – you won't have a problem.
- Good, and that's on all vehicles?
- All motor homes, yes. Do you know which model you would like?
- I'm not really sure. Perhaps you could advise me – sometimes brochures are a bit confusing. We didn't want anything too big, but there are going to be six of us including the children.
- That's not a problem. Most models can take four adults and two children. The MHC 31 is the largest, but that may be a little too big. Did you want a TV?
- It would be nice, but we came to look at the countryside, not the TV.
- How about cooking? Do you plan to do much of your own cooking?
- Yes, but we don't want to spend all day cooking – we just need to pop a few things in the microwave, that sort of thing.
- OK, then, I think you've got a choice of two models – both the same size, one's slightly more luxurious inside – bigger double bed and so on.
- That sounds good – you want a bit of comfort when you're on the road all day.
- Right, what I'll do is put a note in with your brochure and indicate the model I think is best for you.
- Great, that would be very kind.
- Can I just check that I have your name and address right?
- Certainly. It's...

CAR RENTAL

Car Hire. Leave the local bus timetables behind. Make the most of your holiday! Book a car and give yourself the freedom to find secluded beaches, unspoilt villages and rural landscapes. It's the key to real holiday independence. What's more, hiring a car can be excellent value for money, and if four of you share, it could set you back just about the same as public transport. First Choice has arranged pre-bookable car hire at special rates for rentals of either 3 or 7 days. By booking in advance, you'll know just what the deal is. **Car hire prices include:**

- Unlimited mileage.
- Insurance for fire, theft, and third party cover.
- Collision Damage Waiver (this means you are protected, subject to any excess for which you may be responsible, against the cost of any damage to the car, regardless of the cause but excluding theft, attempted theft and vandalism).
- Maintenance and replacement in case of breakdown.
- Local taxes (excluding local taxes on some extras, which are payable locally).
- Delivery / collection during office hours.

Car hire prices do not include

Personal Accident insurance, which can be arranged and paid for in resort. (If you have taken First Choice Travel Insurance, you are covered as outlined)

Car contents insurance, garaging, refuelling charges, parking and traffic fines.

Delivery / collection for out of office hours, which may incur a local charge.

Optional extras such as baby seats, roof racks, etc. These extras must be requested at the time of making your booking and are paid for in resort.

Petrol deposit for a full tank of petrol, which will be taken at the time of hire and refunded if the car is returned with the same amount of fuel.

Driver Requirements

- Drivers must have a full UK licence and a minimum 1 year's experience
- Minimum driving age 21.

Exercise 1. Make up a dialogue from the joke in the previous exercise and carry it on in class.

Exercise 2. Make notes of your new knowledge about car rental.



PUBLIC TRANSPORT IN TOWNS

In the larger towns the system of communication, public transport, is very well organised. Buses and trams have access to most parts of the urban built up areas. In the capital city there is also the Metro and in Gdynia, Lublin and Tychy there are trolley buses. In smaller towns there are good town and local bus services.

It would be difficult to describe each model within the public transport system in each town in Poland because each town has its own type of organisation. However, within the different ways of organizing the diverse systems the central model remains the same. To use the town's transport system passengers have to be in possession of a ticket or form of transport pass. Traveling without these validated tickets can lead to a fine.

Tickets (the same for trams, buses and Metro) can be bought at *Ruch* kiosks or in grocery shops in all towns. They can be bought from the bus and tram driver.

In many towns, tickets are available for different times. For example: one hour, 24 hours, 3 days, week, and monthly with other special tickets available also.

Tourists can also obtain special tourist cards in many towns which gives them access to the public transport system in a particular town. For more information, please ask at a Tourist Information Office in any town. A ticket has to be bought when carrying extra baggage, bicycles or if you are with a dog. It is worth noting that some time tickets allow for the carriage of extra baggage. Passengers using a tram, bus, Metro are obliged to show their validated ticket to a City Public Transport ticket inspector who has identified himself to the passengers in the tram, bus or Metro. In many small towns the public transport situation for the handicapped, though necessary, is still rather deficient.

Fortunately, thanks to EU regulations, things are changing slowly for the better. In the larger towns the older buses are being replaced by new ones with special ramps for wheelchair access and special seating arrangements for the handicapped.

New trams are also equipped to facilitate handicapped access.

In Warsaw handicapped users can travel on the Metro by first descending in the lifts to the platforms then to the special places on the trains for the handicapped.

In some towns and cities it is possible to visit the more interesting parts in a small electric car, a *Melex*, with a few other passengers. This a very good idea for those who are perhaps weary of walking around the town and for those who do not have much time to spare and would like to see more. Many of these electric cars have *automatic guides*.

Passengers can sit comfortably with a commentary watching the city pass by.

Different languages can be chosen. This has been a great success with foreign tourists. Those amateurs of relaxing afternoons in the old parts of the cities in Poland should try a ride in one of the traditional horse drawn carriages pulled by one or two horses. Some towns have circuits around the older parts of the town or down more popular streets in a rickshaw. There are taxis available in all the cities and towns in Poland.

Taxi fares are in general not high. However, it is important to remember some basic rules so as not to run into any problems. If you decide to take a taxi, remember to take only officially registered ones with a visible registration or company number and the fare per km clearly shown on the passenger side rear window. Make sure the fare counter is visible and switched on. Ask the driver which route he will be taking, if it is the correct one to your destination.

DIALOGUES

- Excuse me. How can I get to the Opera House?
 - Oh, it's within walking distance of the hotel. It's about ten minutes' walk from here.
 - Thanks a lot.
 - Not at all.
-

- Excuse me, but can you direct me to the Concert Hall?
 - The Concert Hall? Go straight on two blocks to Green Street and in less than 20 minutes you'll be there.
 - Many thanks.
 - Not at all.
-

- Excuse me. Could you please tell me the way to the Drama Theatre?
 - I might show you the way.
 - Oh, don't bother. Just explain me the nearest way to get there, please.
 - Well, then, you must go up this street and turn right at the first corner.
 - Can I see the theatre from there?
 - Yes, it's on the left hand side.
 - I'm very much obliged to you.
 - It's a pleasure.
-

- Excuse me, how do I get to the "Cosmos" cinema from here?
 - You take a trolleybus and get off at Flower Square.
 - Does this trolleybus go to Flower Square?
 - No, it doesn't. You have to take number 12 or 20.
 - Is it possible to walk there?
 - Why not. But then you'd better give yourself half an hour *to get there in time. Go as far as Flower Square and you'll see the large beautiful building right across the square.*
 - Thank you very much indeed.
 - That's all right.
-

- Will you please tell me how I can get to the Picture Gallery?
 - Let me see... I think you'd better take the number 5 bus. It stops *round the corner.*
 - Thank you. *How long will it take to get there?*
 - Not more than twenty minutes, I suppose. *It's not very far from here. It's in L. By-street.*
 - Thank you for the information.
 - It's a pleasure.
-

- Excuse me, but could you show me the way to the Museum? *Do I take this road?*
- Take this one.
- Is it far from here?
- Well, it's quite a distance. I'd say about six or *seven blocks.* It is in Green Street. *It'll take you some twenty-five minutes to get there.*
- Thank you very much.

-
- Excuse me, how long will it take me to get to the *Exhibition of Economic Achievements* from here?
 - Twenty minutes or so by taxi.
 - Can I get there by tube?
 - Yes, quite easily, but, then, you'll have to *transfer* at Ford Station.
 - Thanks a lot.
 - *You're welcome.*

-
- I beg your pardon. Which is the quickest way to the Central Stadium?
 - I think you'd better take the Metro. It's more convenient: you don't have to change anywhere. It'll *take you right* to the Stadium.
 - Where is the nearest Metro station?
 - *In front of the hotel.*
 - Thanks a lot.
 - That's all right.

-
- Excuse me, madam. I'm trying to find my way to the *busiest shopping area*.
 - The *shopping street* is, of course, New Avenue.
 - And where is a department store there?
 - Walk down Green Street as far as Flower Square and call at Central Store, one of the biggest department stores in our city.
 - What is *the closing time* of the shops in your country?
 - Shopping hours for *department stores* are from 8 a.m. to 9 p.m. and most shops are open from 10 a.m. to 8 p.m.
 - Thank you very much indeed.
 - You are welcome.

Exercise 1. Insert necessary words and word-combinations.

1. Most of the important ... of our city are within walking distance of each other. 2. Our Metro is a ... transport system. 3. I want ... an excursion. 4. You can get ... at a newsstand. 5. Will you kindly tell me ... the Picture Gallery? – It's just ... our hotel. 6. Walk one short block ... and turn right. You can't ... it. 7. Take the street ... and go straight on. You must ... this street and turn at the first corner. 8. You take a bus and ... at Green Street. 9. You'd better give yourself ... to get there in time. 10. Go ... Flower Square and you'll see the cinema. It's not very ... the hotel. 11. Can I get to the Stadium...? – Yes, quite easily, but, then, you'll have ... at Tolstoy Station. It'll take you ... the Stadium. 13. Where is there ... here? – Go as far as the Flower Square and call at the Central Store. 14. I'm sorry ... you, what is the bus...? – \$2 for any bus. 15. Where is the ... underground station? – It's ... on this side of the street. 16. She set her ... on a medical career. 17. it's not up my 18. Passengers can sit ... watching the city pass by.

(*sight, comfortable, to register for, a Kiev guide, the way to, a step from, straight ahead, to miss, on your left, to go up, to get off, half an hour, as far as, far from, by underground, to change, right to, a department store, to trouble, fare, nearest, over there, sights, street, comfortably*).

Exercise 2. Choose a necessary word.

1. You can get a Kiev guide at (a news-stand, a post office) in the lobby. 2. You take a trolleybus and (get off, get on) at Flower Square. 3. The Picture Gallery is not (far, near) from the hotel. 4. The Kiev metro is a (comfortable, convenient) transport system. 5. I think you'd better take the metro. It's more (convenient, comfortable). 6. I'm sorry (to trouble, to bother) you. 7. I might show you the way. Oh, don't (bother, trouble). 8. The metro (station, stop) is over there at the corner. 9. The bus (stop, station) is on this side of the street, near the underground (station, stop). 10. It'll take you some (minutes, hours) to get to the Exhibition. 11. How can I get to the Picture (Gallery, Museum)?

Exercise 3. Compose sentences using the following tables.

Ask at	the information bureau.
	the information window
	the service bureau
	the reception desk

Ask at	the service bureau.
Inquire at	
Contact	

Go	on foot.
	up Green Street
	down Central Avenue
	straight ahead
	as far as Flower Square

Walk	one block straight ahead.
	two blocks to Green Street
	down Tolstoy Street
	as far as Flower Square

Turn	right at the first corner.
	left at the second corner
	round the corner

Take	this road.
	the street on your left
	the by-street on your right
	a trolley-bus
	the Metro

Get off (on) at	Flower Square.
	Kiev railway station
	the Opera House

Cross	the street at the crossing.
	Green Street
	Main Avenue
	Kretschatyk

It's just	in Green Street.
	in front of the hotel
	on this side of the street
	round the corner

It's	in Green Street.
	far from the hotel
	quite a distance
	on the left hand side
	about 10 minutes' walk from here

The Picture Gallery	is within walking distance of the hotel.	
The Drama Theatre		
The Fine Arts Museum		
The bus stop	is	in front of the hotel.
The trolley-bus stop		on this side of the street.
The tram stop		round the corner.
The Metro Station		over there.

Exercise 4. Compose short dialogues using the following patterns.

Which is the quickest way to **the Stadium**?
I think you'd better **take the metro**.

Green Street	go by underground
the Exhibition	go by taxi (car)
the Picture Gallery	take a trolley-bus
the Opera House	walk there (go on foot)

How long will it take me to get to **the Picture Gallery**?
Not more than **20 minutes**. It's not far from here.

the Opera House	10 minutes
Green Street	25 minutes
the Central Stadium	half an hour

Excuse me. How can I to get to **the Concert Hall**?
Well, **turn left** and walk two blocks to Flower Square.

the Picture Gallery	Take the number 5 bus, the bus stop is round the corner.
the Drama Theatre	Go up this street and turn right at the first corner.
the Stadium	Take a trolley-bus and get off at Tolstoy Square.

Exercise 5. Insert prepositions where necessary.

1. You can move around the city ... bus, trolleybus or underground. Most ... the important sights ... our city are ... walking distance of each other. 2. I'd like some information. Ask ... the information bureau. 3. I want to register ... an excursion. Contact ... the service bureau. 4. You can get a Kiev guide or a map ... the city ... a newsstand ... the lobby. 5. Will you kindly tell me the way ... the Opera House? – It's just a step ... here. 6. Where is the Exhibition? – It's ... walking distance ... the hotel. Second turning ... your left. 7. Can you direct me ... the Drama Theatre? – Take the street ... your left. 8. How can I get ... the Concert Hall? – Go straight ahead ... Central Avenue and walk two blocks ... Flower Square. 9. Could you please tell me the way ... the Fine Arts Museum? – You must go ... this street and turn right ... the first corner. It's ... the left hand side. 10. How do I get ... the "Cosmos" cinema ... here? – You take a trolleybus and get ... Flower Square. 11. Will you please tell me how I can get ... the Picture Gallery? – It's not very far ... here. It's ... Tolstoy bystreet. – Thank you ... the information. 12. How long will it take me to get ... the Exhibition? – Twenty minutes ... taxi. 13. Where is the nearest metro station? – ... front ... the hotel. 14. Where is the bus stop? – ... this side ... the street, near the underground station.



Exercise 6. Insert articles where necessary.

1. We have one of ... best transport system in ... world and you can move around ... city by bus, ... trolleybus, ... underground or ... taxi. 2. I want to register for ... excursion. Contact ... service bureau. 3. I'd like to buy ... Kiev guide. You can get ... Kiev guide or ... map of ... city at ... newsstand in ... lobby. 4. Will you kindly tell me ... way to ... Exhibition? – It's just ... step from here. 5. Excuse me, where is ... Fine Arts Museum? – It's within walking distance of ... hotel. 6. Can you direct me to ... Opera House? – Take ... street on your left and go straight on. 7. How can I get to ... Concert Hall? – Go straight ahead to ... Green Street and then turn left. 8. Could you please tell me ... way to ... Drama Theatre? – You must go up this street and turn right at ... first corner. It's on ... left hand side. 9. Will you please tell me how I can get to ... Picture Gallery? – You'd better take ... number 5 bus. It stops round ... corner. 10. Thank you for ... information. – It's ... pleasure. 11. How long will it take me to get to ... Exhibition of Economic Achievements from here? – Twenty minutes by ... taxi. 12. Thanks ... lot. – You're welcome. 13. Where is ... nearest metro station? – In front of ... hotel.

Exercise 7. Insert necessary questions or replies.

Could you please tell me the way to the Drama Theatre?

Can I see the theatre from there?

I'm very much obliged to you.

Excuse me, but could you show me the way to the Fine Arts Museum? Do I take this road or that?

Is it far from here?

Thank you very much.

Will you please tell me how I can get to the Picture Gallery?

Thank you. How long will it take to get there?

Thank you for the information.

I beg your pardon. Which is the quickest way to the Central Stadium?

Where is the nearest Metro Station?

Thank you very much.

Exercise 8. Divide the sentences into 5 groups according to the meaning of the word «way»: manner, direction, distance, road, and route.

1. We lost our way in the dark. 2. They sang songs to cheer the way. 3. I liked the way she said it. 4. We have still a long way to go. 5. Are you going our way? 6. It rained the whole way. 7. Can you find your way home? 8. They are still on the way. 9. All right, have it your own way. 10. Which way do we go? 11. It's a long way from here. 12. They went the wrong way. 13. It's the best way to do it. 14. I'll buy some bread on my way home. 15. He is on his way home. 16. Which road are you taking? – Me? Which road am I taking? The one exactly opposite to yours. It's the only way for us to meet again. 17. This coffee is good and hot, just the way I like it. 18. Don't try to stop me. Let me go my own way.



ADVANTAGES & DISADVANTAGES OF TROLLEYBUSES



A trolleybus or trolley is an electric bus that draws its electricity from overhead wires (generally suspended from roadside posts) using spring-loaded trolley poles.

Two wires and poles are required to complete the electrical circuit. This differs from a tram or streetcar, which normally uses the track as the return part of the electrical path and therefore needs only one wire and one pole (or pantograph). They also are distinct from other kinds of electric buses, which usually rely on batteries. Currently, around 300 trolleybus systems are in operation, in cities and towns in 43 countries. Altogether, more than 800 trolleybus systems have existed, but not more than about 400 concurrently.

The trolleybus dates back to 29 April 1882, when Dr. Ernst Werner von Siemens ran his *Elektromote* in a Berlin suburb. This experimental demonstration continued until 13 June 1882, after which there were few developments in Europe, separate experiments were conducted in the USA. In 1899, another vehicle, which could run either on or off rails was demonstrated in Berlin. The next development was when Lombard Gerin operated an experimental line at the Paris Exhibition of 1900 after four years of trials, connecting the Exhibition with the Porte de Vincennes. Max Schiemann took the biggest step when on 10 July 1901 the world's first passenger-carrying trolleybus operated at Bielatal (Biela Valley, near Dresden), in Germany. Schiemann built and operated the Bielatal system, and is credited with developing the under-running trolley current collection system, with two horizontally parallel overhead wires and rigid trolley poles spring-loaded to hold them up to the wires.

Although this system operated only until 1904, Schiemann had developed what is now the standard trolleybus current collection system. In the early days there were a few other methods of current collection. The Lloyd-Kuhler or Bremen system was tried out in Bremen, and the Filovia was demonstrated near Milan.

Leeds and Bradford became the first cities to put trolleybuses into service in Great Britain on 20 June 1911. Bradford was also the last to operate trolleybuses in the UK, the system closing on 26 March 1972. The last rear-entrance trolleybus in Britain was in Bradford and is now owned by the Bradford Trolleybus Association.

Birmingham was the first to replace a tram route with trolleybuses, while Wolverhampton, under the direction of Charles Owen Silvers, became world-famous for its trolleybus designs. There were 50 trolleybus systems in the UK, London's being the largest. By the time trolleybuses arrived in Britain in 1911, the Schiemann system was well established and was the most common.

In the USA., some cities, subscribed to the all-four concept of using buses, trams (in US called *streetcars* or *trolleys*), trolleybuses, and rapid transit subway and/or elevated lines (metros), as appropriate, for routes ranging from the lightly used to the heaviest trunk line. Buses and trolleybuses in particular were seen as entry systems that could later be upgraded to rail as appropriate. In a similar fashion, many cities in Britain originally viewed trolleybus routes as extensions to tram (streetcar) routes where the cost of constructing or restoring track could not be justified at the time, though this attitude changed markedly in the years after 1918.

Although the BMT in Brooklyn built only one trolleybus line, other cities, notably San Francisco, and Philadelphia, built larger systems and apparently still maintain an *all-four* approach to the current day. Some trolleybus lines in the USA came into existence when a trolley or tram route did not have sufficient ridership to warrant track maintenance or reconstruction. In a similar manner, a proposed tram scheme in Leeds, United Kingdom, was changed to a trolleybus scheme to cut costs.

Trolleybuses are uncommon today in North America, but they remain common in many European countries as well as Russia and China, generally occupying a position in usage between street railways (trams) and diesel buses. Worldwide, around 300 cities or metropolitan areas are served by trolleybuses today.

Trolleybuses are used in large European cities, such as Athens, Belgrade, Buharest, Budapest, Chisinau, Kiev, Lyon, Milan, Minsk, Moscow, Riga, Saint Petersburg, Sofia, Varna and Zurich, as well as smaller ones such as Arnhem, Bergen, Coimbra, Gdynia, Kaunas, Lausanne, Limoges, Luzern, Modena, Piatra, Salzburg, Solingen, Tallinn, Yalta.

Transit authorities in some cities have reduced or discontinued their use of trolleybuses in recent years, while others, wanting to add or expand use of zero-emission vehicles in an urban environment, have opened new systems or are planning new systems.

Lecce, Italy, opened a new trolleybus system in 2012, and new systems are planned in Leeds and Montreal, among other places.

Trolleybuses are advantageous on hilly routes, as electric motors are more effective than diesel engines in providing torque at start-up, an advantage for climbing steep hills.

Unlike combustion engines, electric motors draw power from a central plant and can be overloaded for short periods without damage. San Francisco and Seattle, both hilly American cities, use trolleybuses partly for this reason, another being improved air quality.

Given their acceleration and braking performance, trolleybuses can outperform diesel buses on flat stretches as well. Trolleybuses' rubber tyres have better adhesion than trams' steel wheels on steel rails, giving them better hill-climbing capability and braking.

Unlike rail vehicles (where side tracks are not available), an out-of-service vehicle can be moved to the side of the road and its trolley poles lowered, allowing other trolleybuses to pass. Additionally, because they are not confined to tracks, trolleybuses can pull over to the curb as a diesel bus does, eliminating boarding islands in the middle of the street. Like other electric vehicles, trolleybuses are more environmentally friendly in the city than fossil-fuel or hydrocarbon-based vehicles. Further, it is not bound to a specific fuel source and is more amenable to pollution control as a point source supply than are individual vehicles with their own engines exhausting noxious gases and particulates at street level. Moreover, some cities, like Calgary, Alberta, run their light rail networks using wind energy, which is effectively emission-free once the turbines are built and installed.

Other cities, Vancouver, B.C., for instance, use hydroelectricity. A further advantage of trolleybuses is that they can generate electricity from kinetic energy while braking, a process known as regenerative braking.

However, for regenerative braking to work as such, there must be another bus on the same circuit that needs power, or a way to send the excess power back to the commercial electric power system. Otherwise the braking power must be dissipated in resistance grids on the bus, when it is called "dynamic braking". There are alternatives, such as batteries or flywheels on the bus or at the bus power station, but they add to the investment, complexity and maintenance expenses. Unlike trams or gasoline and diesel buses, trolleybuses are almost silent, lacking the noise of an engine or of wheels on rails.

Such noise as there is tends to emanate from auxiliary systems such as power steering pumps and air conditioning. Early trolleybuses without these systems were even quieter and, in the UK at least, were often referred to as the "Silent Service".

The quietness did have its disadvantages though, with some pedestrians falling victim to what was also known as the "Silent Death" (in Britain) or "Whispering Death" (Australia). Trolleybuses are especially favoured where electricity is abundant and cheap.

Examples are the extensive systems in Vancouver, Canada and Seattle, USA, both of which draw hydroelectric power from the Columbia River and other Pacific river systems.

San Francisco operates its system using hydro power from the city-owned Hetch Hetchy generating plant. In Cambridge, Massachusetts, the trolleybus system has survived because Harvard Station, where several bus lines terminate, is in a tunnel that was once used by trams. Although diesel buses do use the tunnel, there are limitations due to exhaust fumes. Also the trolleybuses continue to have popular support.

Some trolleybus systems have been criticised for aesthetic reasons, with city residents complaining that the jumble of overhead wires was unsightly.

Intersections often have a *webbed ceiling* appearance, due to multiple crossing and converging sets of trolley wires. Dewirements – when the trolley poles come off of the wires – sometimes occur, especially in areas subject to heavy snow.

After a dewirement, trolleybuses not equipped with an auxiliary power unit (APU) are stranded without power. Trolleybuses cannot overtake one another in regular service unless two separate sets of wires with a switch are provided or the vehicles are equipped with off-wire capability, but the latter is an increasingly common feature of new trolleybuses. With the introduction of hybrid designs, trolleybuses are no longer tied to overhead wires.

Since the 1980s, trolleybus systems in Munich, San Francisco, Vancouver, and Beijing, among others, have bought trolleybuses equipped with batteries to allow them to operate fairly long distances away from the wires. Supercapacitors can be used to move buses short distances. This capability has become increasingly common in newer trolleybuses, particularly in North America and Western Europe, where the vast majority of new trolleybuses delivered since the 1990s are fitted with at least limited off-wire capability. These have gradually replaced older trolleybuses which lacked such capability.

Exercise 1. Transfer the given information from the passages onto a table.

	Advantages	Disadvantages
1.		

FUNICULAR

A *funicular*, also known as an *inclined plane* or *cliff railway*, is a cable railway in which a cable attached to a pair of tram-like vehicles on rails moves them up and down a steep slope; the ascending and descending vehicles counterbalance each other.

The basic idea of funicular operation is that two cars are always attached to each other by a cable, which runs through a pulley at the top of the slope. Counterbalancing of the two cars, with one going up and one going down, minimizes the energy needed to lift the car going up. Winching is normally done by an electric drive that turns the pulley. Sheave wheels guide the cable to and from the drive mechanism and the slope cars.



Duquesne Incline, Pittsburgh, Pennsylvania, U.S., with full-length parallel tracks
Passing track with Abt switch on the Flying Dutchman Funicular at Cape Point, South Africa
Angels Flight, Los Angeles, USA, three-rail configuration with passing track

Early funiculars used two parallel straight tracks, with separate station platforms for each vehicle. The tracks are laid with sufficient space between them for the two cars to pass at the midpoint. The wheels of the cars are usually single-flanged, as on standard railway vehicles. Examples of this type of track layout are the Duquesne Incline in Pittsburgh, Pennsylvania, and most cliff railways in the UK. Layouts that require less width have been developed, with only two or three rails for the most part of the slope and four rails only at the passing section. The Swiss engineer Carl Roman Abt invented the method that allows cars to be used with a two-rail configuration: the outboard wheels have flanges on both sides, which keeps them aligned with the outer rail, thus holding each car in position, whereas the inboard wheels are unflanged and ride on top of the opposite rail, thereby easily crossing over the rails (cable) at the passing track.

Until the end of the 1870s, the four-rail parallel-track funicular was the normal configuration. Carl Roman Abt developed the Abt Switch allowing the two-rail layout, which was used for the first time in 1879 when the Giessbachbahn funicular opened in Switzerland. In the New World, the first funicular to use a two-rail layout was the Telegraph Hill Railroad in San Francisco, which was in operation from 1884 until 1886.

The Mount Lowe Railway in Altadena, California, was the first mountain railway in the United States to use the three-track layout.

Three- and two-rail layouts considerably reduced the space required for building a funicular, reducing grading costs on mountain slopes & property costs for urban funiculars.

These layouts enabled a funicular boom in the latter 19th century. The cars can be attached to a second cable running through a pulley at the bottom of the incline in case the gravity force acting on the vehicles is too low to operate them on the slope.

One of the pulleys must be designed as a tensioning wheel to avoid slack in the ropes. In this case, the winching can also be done at the lower end of the incline.

The oldest funicular in the world moving by water counterbalancing is the Bom Jesus funicular built in 1882. The funicular track in Bom Jesus do Monte near Braga, Portugal is 274 m (899 ft) long and descends 116 metres (381 ft). The steepest funicular in the world is the incline lift Katoomba Scenic Railway in Australia.

Modern versions resembling an elevator are used in some installations, such as at the Cityplace Station in Dallas, Texas, the Huntington Metro Station in Huntington, Virginia, the San Diego Convention Center in San Diego, California, the Luxor Hotel in Las Vegas, Nevada, and the Eiffel Tower in Paris. The London Millennium Funicular provides an alternative to staircase access to London's Millennium Bridge.

A mixture between an inclined lift and a funicular with two cars was the second Angels Flight in Los Angeles. The funicular closed in 1969 and was reinstalled in 1996 using separate cables for each car. The system failed because of gear train breakage, causing a fatal accident in 2001. The funicular was then closed until 2010. The oldest funicular is the Reisszug, a private line providing goods access to Hohensalzburg Castle at Salzburg in Austria. It was first documented in 1515 by Cardinal Matthäus Lang, who became Archbishop of Salzburg. The line originally used wooden rails and a hemp haulage rope and was operated by human or animal power.

Today, steel rails, steel cables and an electric motor have taken over, but the line still follows the same route through the castle's fortifications.

The first railway in England with wooden rails was probably made for James Clifford, lord of the manor of Broseley. He was working coal mines there by 1575 and had a wagonway delivering coal to barges on the River Severn by 1606. This is after the first *record* of a railway in England, the Wollaton Wagonway, but seems to be earlier.

In the 18th century, funiculars were used to allow barge traffic on canals to ascend and descend steep hills. Early examples were the three inclined planes on the Tyrone Canal in County Tyrone that were in use as early as 1777. They were used primarily in the early 19th century, especially during the height of the canal-building era in the 1830s in the United States. Such railways operated by allowing water in feeder canals at the top of the plane to drive a turbine, raising or lowering a canal barge along a steep slope.

Examples of hydropower inclined plane railroads in the United States included the Morris Canal in New Jersey, which connected the Delaware River to the Passaic River using 23 planes, as well as a series of locks along the gentler gradients.

The Allegheny Portage Railroad, part of the Pennsylvania Main Line Canal, built in 1834 with ten planes as the first railroad across the Allegheny Mountains of Pennsylvania, was steam powered. Modern funicular railways operating in urban areas date from the 1860s. The first line of the Funiculars of Lyon opened in 1862, followed by other lines in 1878, 1891 and 1900. The Budapest Castle Hill Funicular was built in 1868-69, with the first test run on 23 October 1869. In Istanbul, Turkey, the Tunel has been in continuous operation since 1875.

It is both the first underground funicular and the second-oldest underground railway. The oldest funicular railway operating in Britain dates from 1875 is in Scarborough, North Yorkshire. One of the most famous funiculars was the Great Incline of the Mount Lowe Railway in Altadena, California, designed by Andrew Smith Hallidie of San Francisco cable car fame. The Mount Lowe Railway combined its funicular, raising passengers 2,800 feet (850 metres) up the steep side of Mount Echo (1,100 m), with electric narrow-gauge trolley systems at each end.



Hong Kong Peak tram car approaching the upper terminus
Taksim-Kabatas funicular, Istanbul, Turkey

Fløibanen is a funicular in Bergen, Norway, which runs up the mountain of Fluyen. It is one of Bergen's major tourist attractions and one of Norway's most visited attractions.

Hong Kong's Peak Tram was one of the first funiculars in Asia, opened in 1888, with a maximum grade of 48%, 1.4 km (0.87 mi) long, and is now one of Hong Kong's major tourist attractions. Another funicular in Asia is located on Penang Hill, Penang, Malaysia. Located 6 km (3.7 mi) from George Town, Penang Hill (Bukit Bendera) is one of the most popular destinations in Penang. Penang Hill is actually a complex of hills and spurs, and the highest point is Western Hill, which is 830 m (2,720 ft) above sea level. The most convenient way up to Penang Hill is by means of a funicular railway, which is in Air Itam.

There is a tunnel that measures 258 ft (79 m) long and 10 ft (3.05 m) wide starting at steepness of 35 ft (11 m) high, which is the steepest tunnel in the world.

The funicular train leaves every half an hour and can carry up to 100 passengers.

It takes about 10 min to get to the top. Prior to the latest train deployed, journey can take up to 30 minutes and requires passengers to change trains halfway up.

In Spain, the Bulnes funicular is an unusual two-rail installation that runs in a tunnel.

The passenger cars are augmented by trailers used for carrying goods and/or animals. Valparaiso, Chile, has fifteen funiculars, the oldest dating from 1883.

Some of them are inside the historic quarter, which has been declared a World Heritage area by UNESCO. Many are currently in disrepair and have been shut down by municipal authorities. There has been recent controversy regarding five of the elevators in the downtown area, where there have been protests about safety and operation.

The Polanco Elevator, perhaps the most unusual, had been closed for repairs to the structure and recently re-entered service.

The Carmelit is an underground funicular railway in Haifa, Israel. It is one of the smallest subway systems in the world, having only four cars, six stations and a single tunnel 1.8 km (1.1 mi) long. It operated from its construction in 1959 until 1986 after showing signs of aging. It subsequently reopened in 1992 after extensive renovations.

The Scenic Railway at Katoomba Scenic World, Blue Mountains, Australia (supports multiple tourist attractions such as the Skyway and Cableway), is claimed to be the world's steepest passenger-carrying funicular railway, with a maximum incline of 52 degrees or 122%, with a total incline length of 310 m (1,020 ft) and a vertical lift of 206.5 m (677 ft) in a horizontal distance of 243.4 m (799 ft). The railway is on the old mining track.

The Great Incline of the Mount Lowe Railway (above right) had multiple grades with cars that adjusted to the variations. The gentlest grade was 48%, the steepest 62%.

The Niesenbahn in the Swiss Kandertal is the longest continuous-cable funicular in Europe. In Lugano, a funicular connects the city centre with Lugano railway station on the hillside above. In Poland, the most popular is the Gubałówka Hill Funicular.

Pittsburgh, Pennsylvania, has two operational funiculars, called *inclines*.

The Monongahela Incline travels between the top of the Mount Washington hillside to Station Square at the base of the mountain along the Monongahela River. It serves as a tourist attraction and mass transit system. The Duquesne Incline connects Duquesne Heights with the lower elevations of Pittsburgh.

Naples, Italy, has four funiculars. The Chiaia Funicular was built in 1889, followed within two years by the Montesanto Funicular, and after some years by Central Funicular and Mergellina.

The most famous funicular in Naples was the Mount Vesuvius Funicular (1880-1944), the first railway track in the world built on an active volcano, which was destroyed various times by Vesuvius eruptions. It became famous worldwide because the Neapolitan song *Funicula Funiculà* was dedicated to it.

The Johnstown Inclined Plane (built in 1890) in Johnstown, Pennsylvania, United States, is claimed to be the world's steepest vehicular inclined plane, at 70.9%.

In addition to passengers, it can carry one automobile in each direction.

In addition to the historic Angels Flight & Mount Lowe Railway, Southern California has two recently constructed funicular railways. It was called *Funicular* for many years, introducing thousands of people to the word, but is now known as the *Orient Express* to fit in with the Far Eastern theme at the top of the Mountain.

The Pacific Palms Resort in the City of Industry, California, formerly the Industry Hills Sheraton Resort, utilizes a funicular to transport golfers and their carts.

The Falls Incline Railway, originally the Horseshoe Falls Incline, at Niagara Falls, Canada, gives access to hotels above the falls. The funicular in Baku, Azerbaijan connects the hilltop Alley of Martyrs with Neftchilar Avenue on the Caspian seaside. The Baku Funicular is 455 m (1,493 ft) long and has been in operation since 1960. Private funiculars on steep sections provide easier access from the street to a house than steep paths or steps. They are common in hilly cities, such as Wellington, New Zealand, which has about 300. These have a small car for two to four people permanently attached to a cable from a winch, which runs on an inclined pair of rails (beams) or a single rail at a low speed (0.3 to 1.0 m/second).

They are often called *cable cars* or *lifts* (elevators), e.g., in the New Zealand standard for private cable cars. Larger and faster models can improve access to commercial buildings.

In Quebec City, Canada, the Old Quebec Funicular has been operating since 1879.

Greenwood Forest Park in North Wales is home to the Dragon roller coaster.

This coaster uses a funicular railway pulley system to lift the empty roller coaster using the weight of the people about to ride in it.

The smallest funicular in the world is the Fisherman's Walk Cliff Railway in Bournemouth, England, at a length of 128 ft (39 m). The smallest funicular in Croatia is the Zagreb Funicular with a length of 66.0 m (216.5 ft). The smallest funicular in Italy is the Ferata Gran Risa, located in La Ila in South Tyrol, with a length of 66.7 m (219 ft).

The smallest funicular in Switzerland is located in Lucerne. It serves the guests of the 100-year-old hotel Montana and is of the same age as the hotel. One single cabin shuffles between the top station and the bottom station at the lake promenade (length: 85 m or 279 ft). The travel time for both directions is 60 seconds.

Exercise 1. Choose the keywords and phrases that best convey the gist of the information.

Exercise 2. Write out sentences generally true of a small town or of a big city.

There are a lot of places to go. There are few places to go. There are lots of places to meet people. There are few places to meet people. There are few places of interest to see.

There are lots of places of interest to see. There are many theatres, museums and cinemas there. There are few theatres, museums and cinemas there. There are few cars in the streets. There are many cars in the streets. There are the same faces around you in the street every day. There are different faces around you in the street every day.

Exercise 3. Read the text *The Problem of transport* and answer the questions.

What are cities for – cars or people? Do people without cars not matter at all? In some cities, such as Los Angeles, it is impossible to live without a car. A friend of mine used to live opposite a supermarket in Los Angeles.

Unfortunately, the road was a six-lane motorway, and there was no way to cross it. She had to drive two miles to a cloverleaf junction where she was able to run round, drive two miles back and buy her food. By the time she reached her home again, she'd driven eight miles to cross the road! All large cities have the problem of transport. In some of them people think that only answer is to forbid cars from coming into the centre of the city.

But then what all the people do? There must be better public transport, with more buses and underground trains. Perhaps we will have monorails like they have in Tokyo. In London, Oxford Street, one of the most important and busy roads in the capital is closed to private cars, and a lot of roads have special lanes for buses. This helps traffic to move more freely, and stops traffic jams.

1. Do you think (that) to forbid cars in the city is a good idea? 2. Why is public transport more useful than private in big cities? 3. What do you prefer: the bus or the underground? Why? 4. How is the problem of transport solved in London, Oxford Street? 5. In what part of Kiev is it possible to do the same? 6. What is a traffic jam? 7. Where does one need a car more, in town or in the country? Why?

Exercise 4. Analyze the information, which is in the highlight, and use it in practice.

Exercise 5. Transfer the given information from the passages onto a table.

№	Activity			
	Event	Where	When	Score
1.				

Exercise 6. Read the text *Living in the city* and summarize the contents of it in English.

Living in a city has both advantages and disadvantages. On the plus side, it is often easier to find work, and there is usually a choice of public transport, so you don't need to own a car.

There are a lot of interesting things to do and places to see. For example, you can eat in good restaurants, visit museums, and go to the theatre and concerts. When you want to relax, you can usually find a park where you can feed the ducks or just sit on a park bench and read a book.

All in all, city life is full of bustle and variety and you need never feel bored. However, for every plus there is a minus. For one thing, you might have a job, but unless it is very well paid, you will not be able to afford many of the things that there are to do, because living in a city is often very expensive. It is particularly difficult to find good, cheap accommodation.

What is more, public transport is sometimes crowded and dirty, particularly in the rush hour, and even the parks can become very crowded, especially on Sundays when it seems that every city-dweller is looking for some open space and green grass. Despite all the crowds, it is still possible to feel very lonely in a city. In conclusion, I think that city life can be particularly appealing to young people, who like the excitement of the city and don't mind the noise and pollution. However, many people, when they get older, and particularly when they have young children, often prefer the peace and fresh air of the countryside.

Exercise 7. Read the passage and explain the notion «road safety».

We all use the roads. We walk on them. We walk along the pavement and we walk across the roads. We are pedestrians. Careless pedestrians can cause accidents. Accidents often happen when people cross the roads. Here is some advice. Read it carefully.

Footbridges & Subways

Always use a footbridge or subway if you can – you cannot be hit by a car when you go over or under the road.

Crossing Roads. Here are some rules. Remember and obey them.

- First find a safe place to cross, and then stop.
- Stand on the pavement near the edge.
- Look all round for traffic and listen.
- If traffic is coming, let it pass. Look all round again.
- When there is no traffic near, walk straight across the road.
- Look and listen for traffic while you cross.

Pedestrian Crossing

Always use a pedestrian crossing if there is one. When you are on a pedestrian crossing, cars must stop. However, they cannot stop at once! You must give them time to stop. Go straight across. Stay on the pedestrian crossing.

Traffic Light Signals

You must always obey traffic light signals. If the light is red, do not cross. If the light is red and the road is clear, do not cross. Wait until the light changes to green.

Look to see if the road is clear. Then cross.

Walking along the road

Always use the pavement or footpath if there is one. If there is no pavement, walk on the right side of the road. Keep close to the side. Don't run in the road. Don't play in the road.

Using Buses

Remember

- Do not try to get on until the passengers have got off.
- Do not get off until the bus has stopped.
- After you get off, do not try to cross the road until the bus has moved off.
(Many people are hit by cars when they step out into the road from behind a bus.)

Police Signs

You must obey the sign made by a policeman. If you do not, two things may happen. You may be hurt. You may be punished! If you do not obey a policeman, you are breaking the law. People who break the law can be given punishment.

Rain! Be very careful when it is raining. Many accidents happen then. People are in a hurry because they do not want to get wet. They rush across the road without looking.

They often cannot see clearly because they hold umbrellas in front of them.

Remember that cars take longer to stop when the road is wet. When it is raining we must be more careful, not less careful!

Exercise 8. Read the passage and answer the question: How can we make the roads safer?

Every year several thousand people are killed on the roads in Great Britain. Every year between one and two hundred thousand people are injured. These people are killed or injured in road accidents. If you are in England and if you listen to the eight o'clock news from the BBC, you will often hear news of road accidents.

You may hear something like this: "On Monday evening last, at about twenty minutes to ten, a cyclist was knocked down by a motor-van at the junction of Oak Road and High Street in Croydon, Surrey. The cyclist has since died from his injuries. Will anyone who saw the accident please communicate with New Scotland Yard, telephone number Whitehall one, two, one, two."

Accidents are often caused by carelessness. There are rules that help to make the roads safe, but people do not always obey the rules. They are careless. If everybody obeys the rules, the roads will be much safer. In Great Britain traffic keeps to the left. Motorcars, motor-vans, buses and cyclists must all keep to the left side of the road.

In most other countries traffic keeps to the right. Before crossing the road, stop and look both ways. Look right, look left; look right again.

Then, if you are sure that the road is clear, that there is nothing coming, it is safe to cross the road. If you see small children, or very old people, or blind people, waiting to cross the road, it is a kind act to help them to cross the road in safety.

We must teach young children to cross the road safely. We must always give them a good example. Small children ought not to play in the streets.

Accidents sometimes happen to people who are usually careful. It is not enough to be careful sometimes. We must always be careful. There are many things that motorists can do to make the roads safe. They must take care at crossroads and bends. They must drive slowly when turning into another road. A motorist must not try to drive if he is tired or ill. A man who drives after drinking a lot of beer or wine is usually a dangerous driver. His own life, and the lives of others, may be in danger.

Exercise 9. Read the information & pick up the essential details in the form of quick notes.

Exercise 10. Answer the questions.

1. Where is the information bureau?
2. Where can I register for an excursion?
3. Is the service bureau on the ground floor?
4. Will you kindly tell me the way to the Drama Theatre?
5. Where can I get a Kiev guide or a map of the city?
6. Is the newsstand in the lobby?
7. Can you direct me to the Opera House?
8. How long will it take me to get there?
9. Where is the bus stop?
10. Where is there a department store here?
11. Is it the biggest shop?
12. What is the closing time of the shops in your country?
13. How long will it take me to get to the Exhibition of Economic Achievements from here?
14. Can I get there by underground?
15. Where shall I have to change?

Exercise 11. Translate the words and word-combinations and make up sentences with them.

Excursion, excursion rates, excursion train, an excursion into the historical domain, excursion fare, excursion ticket, excursionist, excursive, excursive education, avenue, Madison Avenue, lane, acceleration lane, four-lane highway, express lane, nearside lane, offside lane, carpool lane, hove lane, fast lane, slow lane, memory lane, a trip (walk) down memory lane, driving lane, parking lane, strategic lanes of communication, on one's lane (on one's own), it's a long lane that has no turning.



Daimler CC Bus 1912



Nishi Tokoy Bus



Leyland Motors



Sattelsugomnibus

HISTORY OF A BUS

The History of Public Bus Transportation. . The first-ever public bus line was launched in France by Blaise Pascal in 1662. Various routes of horse-drawn carriages with a capacity of 7-8 passengers each were scheduled to run through the Parisian streets throughout the day.

Since the 1820s, various forms of public transportation have come and gone throughout the world, making an impact not only on how we travel but also on today's general structuring of cities. As the earliest bus services started springing up all over the world, getting from point A to point B became easier than ever, furthering the divide between urban city centers and suburban neighborhoods.

Technological advances gave way to an evolution of public transit systems that started with horse-drawn cars and developed into cable cars, heavy- and light-rail systems, and eventually electric and self-driving buses.

The first-ever public bus line was launched in France by Blaise Pascal in 1662. Various routes of horse-drawn carriages with a capacity of 7-8 passengers each were scheduled to run through the Parisian streets throughout the day.

Evidently a man way ahead of his time, Pascal's idea took off but promptly lost popularity over the course of about ten years. These *Five-Penny Coaches*, or "*Carosses à Cinq Sous*," were available only to the nobility and the gentry.

While commoners were never permitted to ride, even this posh concept of highbrow public transit couldn't keep the upper class interested. By 1675, the novelty had worn off and the population had abandoned the idea of public transportation.

Fast forward about 150 years, and the idea of public transit finally started to catch on. While ferry boats had been common mass-transit vessels since the early 1800s, the first land-based innovation in public transportation came with the omnibus in 1826. Omnibuses were horse-drawn passenger wagons that were usually pulled by one, two, or three horses, depending on their size. The largest omnibus models held 42 passengers and required 3 horses to pull. Some models even featured two stories and an open top!

France was again the first to test this public transit concept, this time allowing royalty and commoners alike to hop on for a ride around the city. The idea finally stuck, and by 1828, New York City had established its own omnibus line with many U.S. and European cities following in suit. While the whole *public transportation* idea was generally considered a positive thing, omnibuses offered terribly uncomfortable rides. Seats were without padding, rolling over uneven cobblestone roads made for a quite unpleasant experience.

Not to mention, a price of 12 cents per ride was too expensive for most urban citizens. Eventually, though, the omnibus found a regular middle-class audience to whom private stagecoaches were too expensive but walking seemed to be too much work. Luckily for us, these customers made sure that the omnibus stuck around long enough to see many more improvements in the years that followed.

In the 1830s, new improvements in railroad technology brought to the streets the world's first rail-based transit system. New, smooth rails were laid over pre-existing omnibus routes, making for a far more comfortable trip over these new tracks.

The reduction in friction made it much easier for horses to pull their vehicles, so cars could now accommodate 3 times as many passengers as the omnibus. Lower operating costs lowered the price to 5 cents per ride, making it much more affordable for the average citizen.

Public rides throughout the city were now comfortable, affordable, smooth, and efficient. By the 1880s, more than 30,000 miles of street railway had been laid across the United States, carrying more than 20,000 horsecars all over major city streets.

However, these early forms of public transit weren't without their drawbacks.

Horses and mules could only work for about two hours at a time, so companies had to keep 8-10 animals on hand to keep just one car operating. They ate their weight in food every day, and the resulting manure littered the streets, which was more than a mild inconvenience to pedestrians. An outbreak of equine influenza in 1872 wiped out thousands of horses and slowed many transit systems considerably.

On top of required animal maintenance, traffic jams were very common, as there were few regulations concerning horse-drawn buses and right-of-way on the roads.

Approaching the turn of the 20th century, animal-drawn transportation became obsolete. A few horse-drawn carriages would stand the test of time for nostalgia's sake in some cities, but the main source of reliable transportation would soon change to larger vehicles powered by other means. Next up on our journey to the modern bus was the cable car, one of the most iconic forms of transportation in the United States.

The first cable car was tested by Andrew Smith Hallidie in 1873 in San Francisco.

Hallidie was inspired to create a new form of transit after witnessing a horsecar driver repeatedly whip a horse while it struggled to climb a slippery hill. A city notorious for its endless rolling hills, San Francisco was the perfect place for this next big transportation innovation to take place. Hallidie invented the new cable-driven system, eliminating the need for horses to struggle to pull the carriages up the never-ending hills.



A modern cable car and railway in San Francisco, California. The cable car is the most iconic form of public transportation in the United States. Fundraiser.

Running on existing horsecar rails with a moving cable inserted in the middle, these new trams used a clamp on the bottom of the car to secure the vehicle to the cable.

To stop the car, pressure was applied to the brakes while the clamp released the cable. While the system was certainly an improvement over horse-drawn carriages, the first cable cars were quite unsafe. Cables were prone to snapping, sometimes causing dangerous accidents on the steep San Francisco hills.

Thus, the quest for ideal public transportation was on once again. Cable cars went out of service not long after their inception; however, some updated and safer cable car systems still exist today, mostly for nostalgia's sake. The most notable of these is still operating in San Francisco, California.

The Streetcar: Cruising into the 21st Century

The first streetcars started popping up in various American cities around the year 1881. One of the most influential American inventions of the time, these buses on rails were able to hold more passengers than ever at a low cost, enticing more pedestrians to hop on for a ride around the city. Streetcars were propelled by power lines drawn over their routes, which carried electric current. The current traveled through an extension attached to the car, and the metal wheels against the metal tracks acted as the *grounding* for the electric circuit, so that the car itself would not electrocute its passengers.

Since the streetcar was able to use existing rails and carriages from the horsecar and cable car systems, making the switch was pretty easy.

New rail routes popped up too, though, it was with the invention of the streetcar that major cities – once small, densely-packed centers – started to sprawl outward and become the bustling metropolises we know today.

Walkability was no longer a key feature of most major cities once streetcars became popular. While the idea of walking to work was not completely dead, the overlapping of downtown social areas with residential developments became less common over time.

Because streetcars made it so easy to quickly travel from one end of the city to the other, what developed was the downtown layout we know today: busy commercial areas packed in the center with less-dense residential zones surrounding the city.

Streetcar lines often ran right into the city's center, which also raised the value of the downtown land. Getting downtown was easy, so luxury retail chains, million-dollar businesses, and other places of entertainment seized this opportunity to set up shop at these streetcar hubs. The streetcar system was the first public transit system that made it possible for citizens to commute from their suburbs into the city for work, contributing to the sprawling of major cities. While horse-drawn cars were confined to the physical limitations of the animals pulling them, electric cars could carry passengers much further away from the city, and thus the "suburbanization" of cities began.

Streetcar suburbs began developing along the perimeter of many major cities, some simply in an attempt to maintain the traditional small, walkable features of older American cities. These suburbs were very densely-packed, with one rail line connecting the suburb to the main city. While the streetcar was, of course, a significant improvement over its predecessors, ridership still began to decline for reasons unrelated to transit technology.

The onset of the Great Depression in the 1930s led to the closure of many lines, with the rationing of rubber tires and gasoline during World War II further deterring their use in the 1940s. Still, during this time many streetcar lines were converted to bus lines, a more flexible and economical choice. Some streetcar lines do still exist today, however, most notably in Boston, Philadelphia, and Seattle.

Rapid Transit: Worth the Money?

The appeal for rapid, high-volume transit sprung up in the late 19th century with a new attitude (remains present in the minds of city-goers): buses aren't good enough, so we need something faster that's free from traffic limitations. Thus, the first rapid transit systems were born. The first rapid transit system in the United States was Chicago's *L* train, built in 1892, which continues to run to this day. The *L* train system is known as a *heavy-rail* system, as opposed to the *light-rail* systems we see with horsecars and cable cars.

Around the turn of the century, elevated trains as well as underground trains became popular in many other major cities around the world. Boston, Massachusetts opened the first subway system in the United States in 1897. Unlike above-ground trains, the subway didn't have to stop for severe weather such as cold temperatures or blizzards. Boston's narrow, winding streets also made it an obvious choice for testing the first transit system that didn't have to touch the busy city roads.

The 1950s brought about a more futuristic heavy-rail system known as the monorail. In Houston, Texas, the *Trailblazer* monorail was opened and closed in a matter of only months. Seattle used a monorail system after building one for the 1962 Seattle World's Fair, but the system was. Many disgruntled city goers today long for a transit system that can blaze through and around traffic the way buses can't. However, while they certainly have speed on their side, monorails and other heavy-rail systems simply aren't the most practical solution for public transportation:

Buses can make major or minor changes to routes in response to demand without having to tear rails out of the street; rail systems, on the other hand, must create their own demand to pay for their pre-existing infrastructure.

Bus maintenance is as simple as putting a bus in the shop and dispatching its replacement, but rail system maintenance may involve closing an entire line.

Not to mention, the capital cost of heavy rail systems can easily reach hundreds of millions of dollars.

Overall, the lack of infrastructure required for buses compared to rail systems makes buses a much more economical choice.

Rail systems initially became very popular right around 1910, but by 1930, over 230 rail companies had either gone out of business or converted entirely to buses. Studies done over the past century on the efficiency of rail systems have concluded that they are only efficient in extremely densely-packed cities, which is why we still see a few successful subway lines today in New York City, London, Hong Kong, and Singapore.

retired and declared a historical landmark in 2003.

Bus Transit Today

Over the last 100 years, mass transit ridership has declined significantly. Some even claim In the 1960s and 1970s, public transit re-gained a brief height in popularity with the general disgust of the new *automobile-centric* lifestyle and increased environmental concerns; however, in the end, the automobiles won.



A bus owned by the Metropolitan Atlanta Rapid Transit Authority, or MARTA, in Atlanta, Georgia. Photo source. Brandford Buses.

Now, almost every family has at least one car, and public transit ridership isn't as common as it once was. However, the need for public transportation isn't completely dead. Particularly in major cities with a high cost of living and limited parking, owning a personal automobile simply isn't feasible. For those who aren't able to afford an automobile, public transit offers an inexpensive way to travel through the city to school or work. With this in mind, many bus companies are working to make public buses more appealing, more affordable, and more environmentally friendly to keep improving upon bus technology as we have for the past 200 years.

Looking Ahead: Self-Driving and Electric Buses

Clean, battery-powered electric buses are well on their way to many American cities, and while it sounds very futuristic, it's not as far away as you might think. Los Angeles has made plans to switch their entire fleet of 2,200 buses to zero-emission models by 2030. Public transport operators in a team of 25 European cities are aiming to replace 2,500 buses with electric models by 2020.



Proterra is a company dedicated to creating clean, cost-effective, and efficient electric buses. A handful of Nevada cities are already using Proterra buses in an effort to become emission-free.

Demand for new electric buses has already outweighed the current supply. Proterra, the current forerunner of the electric bus market, is furiously looking to hire new manufacturing employees to keep up with orders. Proterra's buses are battery-powered and offer a variety of charging options in order to avoid *range anxiety*, the term for the feeling that the charge won't hold long enough to finish a trip. Ports are placed at the bus depot so that the driver can plug the bus in after a day of travel, but on-route charging stations are making it possible to run the battery-powered bus 24/7. These specially-designed charging stations can be installed at bus stops and charge the bus in as little as 5 minutes, ensuring 24-hour service with zero range anxiety.

While electric buses can cost as much as \$300,000 more than traditional diesel-powered models, the absence of fuel costs more than make up for the capital cost over the bus's lifetime. An even more exciting development in bus travel is Olli, a self-driving, intelligent pod made of 3D-printed materials that can act as an on-demand service or can fill in the gaps in public transit systems.



Olli, the adorable self-driving experimental bus, uses IBM's Watson technology to listen to passengers and transport them directly to their destinations.

Olli uses IBM's Watson technology to listen to her passengers and answer questions about her route. Olli has a 360-degree field of vision and can react to obstacles faster than a human, making her a safe choice for traveling on busy city roads. Isn't it amazing how far we've come? From horse-drawn carriages over cobblestone roads to buses that literally drive themselves, technological advances in transportation never cease to amaze us.

In 2017, Las Vegas and Miami will be among the first to put Olli on the road. It's likely that Olli will make her way onto campuses and airports before breaking out into city transit. Until then, we can't wait to see where this adorable vision of the future takes us.

If you ask someone to think of a London bus, the image that they conjure up will in nearly all cases be either an RT or an RM. The RT was London's standard post-war double-decker, replacing all other types (other than low bridge), so that by the time they were all in service there were about 7000 of them. They were long lasting too. The first pre-war RT went into service in 1939, and the last, RT624, came out of London Transport service in 1979.

However, their forty years service span with LT was not the lot.

Very many were sold for service with independent bus operators in the UK, and indeed all over the world. Many will remember the RT that featured in the James Bond film: a memorable chase scene in the West Indies and a de-roofing on a low bridge ended with a drive onto a rickety jetty – all accompanied by that nostalgic sound of an RT engine.

Others will remember another famous film appearance, as the co-star with Cliff Richard in *Summer Holiday*: the RT set out from Aldenham works for a tour of Europe. Many did so officially, as ambassadors for British workmanship, and subsequently many did so less formally, as holiday workhorses and with trekking companies.

Some are indeed still working for a living, while huge numbers are enjoying preservation in many parts of the World. London's standard bus they might have been, but there were variations. Apart from the unique prototype, RT1, there was a batch of *pre-war* RTs (actually built during the early days of the war) that were distinguishable from the main batches in a variety of ways. With wood composite framing this batch was less long-lasting than the metal-framed postwar RTs, and early on became driving instruction units. One was experimentally converted into a Green Line coach: RTC.

However, even among the post-war buses there were differences: the first batches built had roof-box bodies, by a variety of builders. Roof-box buses of all sorts went to both Central and Country Areas. However, the roofboxes proved vulnerable to tree damage and a new model with a three-panel front display was introduced. Bodies were being built by the thousand. The rapid production of RT type buses enabled the replacement of the worn-out pre-war types of bus, replacement of the London tram system by buses.

Nevertheless, the planners had not realised how quickly car ownership would develop, and some of the later RTs and RTLs. But they were the standard bus in the London area during the late forties and throughout the fifties.

Through the sixties they shared the honours with the Routemasters. During the seventies London Transport – and London Country – had problems replacing them.

Both companies tried long single-deckers, with marked lack of success; the new buses were withdrawn alongside the last RTs! New double-deckers in Central London also had distinct problems coping with the RT's work-load. But all good things reach an end at some point, and the last RTs went from Barking in April 1979.

Exercise 1. Summarize the information above and write a small essay on the topic.

Exercise 2. Read the text and render your attitude to the contents of it.

Only stricter traffic laws can prevent accidents

From the health point of view, we are living in a marvellous age. We are immunized from birth against many of the most dangerous diseases.

A large number of once fatal illnesses can now be cured by modern drugs and surgery. It is almost certain that one-day remedies will be found for the most stubborn remaining disease.

The expectation of life has increased enormously.

But though the possibility of living a long and happy life is greater than ever before, every day we witness the incredible slaughter of men, women and children on the roads. Man versus the motorcar! It is a never-ending battle, which man is losing.

Thousands of people the world over are killed or horribly mutilated each year and we are quietly sitting back and letting it happen. It has been rightly said that when a man is sitting behind a steering wheel, his car becomes the extension of his personality.

There is no doubt that the motorcar often brings out a man's very worst qualities.

People who are normally quiet and pleasant may become unrecognisable when they are behind a street-wheel. They swear, they are ill-mannered and aggressive, wilful as two-year-olds and utterly selfish. All their hidden frustrations, disappointments and jealousies seem to be brought to the surface by the act of driving.

The surprising thing is that society smiles so benignly on the motorist and seems to condone his behaviour. Everything is done for his convenience. Cities are allowed to become almost uninhabitable because of heavy traffic; towns are made ugly by huge car parks; the countryside is desecrated by road networks, and the mass annual slaughter becomes nothing more than statistic, to be conveniently forgotten. It is high time a world code were created to reduce this senseless waste of human life.

With regard to driving, the laws of some countries are notoriously lax and even the strictest are not strict enough. A code, which was universally accepted, could only have a dramatically beneficial effect on the accident rate.

Here are a few examples of some of the things that might be done. The driving test should be standardised and made far more difficult than it is; all drives should be made to take a test every three years or so; the age at which young people are allowed to drive any vehicle should be raised to at least 21; all vehicles should be put through stringent annual tests for safety.

Even the smallest amount of alcohol in the blood can impair a person's driving ability; present drinking and driving laws (where they exist) should be made much stricter.

DIALOGUE «IN THE BUS»

- (Bus driver, in front, at wheel) Stand back from the door, please. Let the passengers go off first.
- (First passenger, entering) How much is the fare, please?
- &12. Drop your dime in the box and give me two cents. That's right. (To other passengers already on bus) Move along to the rear of the bus, please. There are plenty of seats to the rear.
- (Second passenger) Driver, does this bus go up Fifth Avenue as far as 92nd Street?
- That's right. Get in, please. Move along everybody – right to the rear of the bus.
- (Third passenger, nervous) Does this bus go up Riverside Drive?
- Take Bus Number 5. That goes all along the drive. This is Number 4.
- However, somebody told me that this way the right bus to take. I want to go to the Cloisters.
- This is the right bus. Get in, please. You're holding up the rest of the passengers. The Cloisters is the last stop.
- Will you notify me when we get there?
- It's the last stop, Madam. I just explained to you. All you have to do is get off the bus when we get there. Come on, please. Step along everybody. We haven't got all day to wait here.
- You needn't be so impolite. I only asked you a simple question.
- I gave you a simple answer. I don't have time to enter into conversation with every passenger that gets on the bus. Look at the crowd waiting to get in.
- Such manners! It's disgusting.
- I'm sorry, Madam. Keep moving, everybody. Move along to the rear of the bus.
- You're lucky I'm not your wife. If I were, I'd give you a good dose of poison.
- If I were your husband, I'd take it. (To other passengers) What abuse some of us innocent drivers have to take! It's a great life if you don't weaken. Step along, please, everybody. Have your change ready.
- (Fourth passenger, handing driver a dollar bill) One fare, please.
- (Driver, handing change to passenger) The fare is \$12. Drop the dime in the box. How about that little boy with you?
- I already put in a fare for him.
- Then you owe me \$12 more for him. Thank you very much. Everybody please move to the rear of the bus. Step on it everybody; I have a schedule to maintain if I want to keep this job.
- (Fifth passenger, obviously a stranger) Driver, would you mind pointing out the Metropolitan Museum to me as we go by?
- It's near 80th Street. But this isn't any sight-seeing bus, Lady. Sit on this side of the bus if you can find a seat, and you can see it as we drive by. It's a great big building so you can't miss it.
- (Sixth passenger, paying fare) I'd like a transfer, please, to the cross-town 72nd Street bus.
- How much are the transfer?
- (Driver, giving her transfer) There is no charge for transfers.
- Is this transferring well on any cross-town bus or can I use it only the 72nd Street cross-town? (Suddenly lurching forward) Heavens! That woman almost pushed me through the windshield. Did you see that, Driver?
- That transfer is good only on the 72nd Street bus.

- However, I want to go to East 80th Street and First Avenue. Is the 72nd Street cross-town bus my best way of getting there?
- You'd better go to the 79th Street and take the cross-town bus there. You'll have to pay another fare but you won't have to walk so far. All ready everybody? I'm going to close the door.
- Hold it, driver! I'm caught in the door.
- (Driver, opening door again) Push in a little bit everybody. Let the lady in. There's always room for one more.

Exercise 1. Read the text «Welcome to Florida» and render its contents briefly in English.

Before you precede with your travel plans, please take a moment to review these important safety tips for Florida visitors. We would like to provide you with a few safety reminders during your stay:

- At the airport or while at our rental car facility, do not leave bags or luggage unattended. On arrival at Dollar, be sure to claim your bags from the bus driver. The rental process only requires the renter and additional drivers (if any) to rent a car, so please assign someone in your party to stay with the bags, if applicable.
 - Prior to departure, take the time to know the route to your destination. Our counter personnel will be happy to supply you with a map of the area.
 - Place all valuables in trunk or glove compartment and lock. Do not leave valuable items in car if visible to individuals passing by.
 - Ask directions only from police or at a well-lit business area or service station. If you need to stop for any reason, do so at well-lit or populated areas.
 - If your car is malfunctioning, drive to a well-lit area. Call the Dollar rent A Car location where you rented the car or the emergency road service phone number.
 - If you are told by passing motorists that something is wrong with your vehicle, **do not** stop. Drive to the nearest service station or populated area.
 - Keep doors and windows locked at all times. We recommend that customers driving convertibles keep the top down during daylight and only after arrival at your hotel or final destination.
 - **Do not** pull over to assist what may appear to be a disabled car, even if someone tries to wave you down for help.
 - If your vehicle is bumped from behind, do not stop until reaching a service station or well-populated area.
 - At night, park car in a well-lit area, especially at shopping malls. Check the interior of the vehicle and surrounding areas before entering the vehicle. Be sure to have your keys ready to unlock car doors prior to entering the vehicle. Be sure to have your keys ready to unlock car doors prior to entering a parking lot.
 - Do not pick up hitch hikers under any circumstances.
 - In the event you need police, call **911**.
 - **Do not** stop for flashing white lights or flashing headlights. These are not police procedures. Lights on emergency vehicles are red and blue.
 - Your car should have a full tank of gas / petrol when you leave the facility. Before departing, please ensure this is the case.
 - Use seat belts – buckle up (driver and passengers). It is the law and can save lives and reduce serious injuries in the event of an accident.
 - Please remember, your personal belongings are not worth physical harm.

Exercise 2. Translate the phrases into your native language.

To **transport** – to carry or cause to go from one place to another, esp. over some distance; to deport or exile to a penal colony; to have a strong emotional effect on; a) the business or system of transporting goods or people; b) a modernized transport system; a) vehicle used to transport goods or people, especially lorries or ships used to convey troops; b) a large vehicle, ship, or aircraft used to carry troops or stores.

Exercise 3. Read the information and learn more about transportation.

Although, or maybe because, Miami is located at the southern tip of Florida, it is a major transportation hub. Many airlines have layovers here and for flights from a multitude of Latin American countries, Miami International Airport or Fort Lauderdale-Hollywood International Airport are the first ports of call. Many highways, interstates, and railroad lines begin and end in Miami as well. Both Fort Lauderdale and Miami are also major destinations for cruise ships. Around Miami International Airport and the Port of Miami, you can easily hail a cab from the streets. After all, they are everywhere and you won't have to wait all too long to get a ride. However, if you find yourself in another part of the city, you can call ahead to get a taxi. There are different numbers you can refer to: When riding a cab in Miami, you will soon learn that taxis offer both metered and flat rates. Rates might change regularly, depending on the rising fuel prices in the United States. Fortunately, you are not required to pay extra for your luggage. However, you should make sure to pay a tip of at least 10-15%. Also, please note that in the United States, it is customary to sit in the back seat of a taxi unless all the seats are occupied.

Many people moving to Miami from other parts of the United States take the Interstate down to the city. I-95 leads you south, directly to Miami's downtown area.

A road trip from New York to Miami, or vice versa, will take you 19 hours or more (considering that speed limits vary strongly depending on the state you are traveling through).

Once you have settled down in Miami, the city's urban sprawl might actually require you to drive in order to get around properly. When exploring your new home by car, try to avoid rush hour traffic from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.

Traffic can also be heavy around Collins Avenue and Ocean Drive as well as Biscayne Boulevard. You should also keep your eyes open for construction sites which can turn driving in Miami into a complete nightmare. If you enjoy traveling by train, head on over to the city's Amtrak station, but be aware that you might not have chosen the fastest mode of transportation there is (a trip to New York takes between 27 and 30 hours). In order to get around Miami, you may take the Metromover, a free mass transit train system which operates in Downtown Miami and offers a great perspective of the city.

The Miami Metrorail covers 24.4 miles of heavy rail tracks, and consists of two lines and 23 stations serving the Greater Miami area between Palmetto and Dadeland South, with a new branch which runs to the airport. Trains depart every five to fifteen minutes between 5 a.m. and 1 a.m. While Tri-Rail is great for shorter commutes, it proves rather inefficient for longer trips.

Exercise 4. Learn the dialogue by heart and carry it on with your classmate in class. Render the contents of the dialogue in Indirect Speech in English.

Exercise 5. Analyze the information, which is in the highlight, and use it in practice.

Exercise 6. Add some information & make up a small report and give a talk in class.

Exercise 7. Try to understand the information.

The MyCiti bus is the most cost-effective way to travel from the airport.

Cape Town International Airport is approximately 20 km from Cape Town's city centre. From the airport, you can hire a car, take a metered taxi or catch the MyCiti shuttle bus into the city centre. Some have flat rates, while others charge by the kilometer, but either way you should agree up front what the fee might be.

The bus leaves the airport every 20 minutes between 05h10 and 22h00. Once you're in Cape Town, one of the best ways to get around is by using the City Sightseeing bus, which gives you the option of hopping on and off at various major attractions throughout the day. Cape Town, South Africa, has had two *tramway networks* forming part of its public transport arrangements.



Both networks are now long closed. The first of the two networks to be established was a horsecar network, which was opened on 1 May 1863.

In around 1896, it was converted to electrical operation. From 1935, it was gradually replaced by trolleybuses, which were always referred to by English-speaking locals as *Trackless trams*. It was finally closed in 1939. The other network, opened in 1901, was an interurban tramway linking Burnside Road in Cape Town with Camps Bay and Sea Point. It was powered by electricity, and was in operation until 1930.

There was quite a lively debate about trams in central London, so let's start a thread specifically for general UK and Ireland tram discussion.

There are currently 6 tram systems in operation in the UK and 1 in Dublin. Scotland has one system under construction, the infamous Edinburgh Tram Network – the first part of the first line is to be completed in 2014, the rest has been shelved due to costs – thankfully they seem to be on track now that Transport Scotland has taken over.

Manchester, Dublin and Nottingham seem to be getting on well with their systems and have already started constructing new phases.

Exercise 8. Describe the pictures above and below.

Exercise 9. Translate the words and word-combinations with the keyword «tram».

Tramline, to tram it, tramcar, shuttle tram, tram-driver, trambus, trammer.

HISTORY OF TROLLEYBUSES

A trolleybus (trolley bus, trolley coach, trackless trolley, trackless tram [in early years] or trolley) is an electric bus that draws power from overhead wires (suspended from roadside posts) using spring-loaded trolley poles. Two wires and poles are required to complete the electrical circuit. This differs from a tram or streetcar, which normally uses the track as the return path, needing only one wire and one pole (or pantograph). They are also distinct from other kinds of electric buses, which usually rely on batteries. Power is most commonly supplied as 600-volt direct current, but there are exceptions.

Currently, around 300 trolleybus systems are in operation, in cities and towns in 43 countries. Altogether, more than 800 trolleybus systems have existed, but not more than about 400 concurrently. The trolleybus dates back to 29 April 1882, when Dr. Ernst Werner Siemens demonstrated his *Elektromote* in a Berlin suburb. This experiment continued until 13 June 1882, after which there were few developments in Europe, although separate experiments were conducted in the U.S.

In 1899, another vehicle which could run either on or off rails was demonstrated in Berlin. The next development was when Lombard Gerin operated an experimental line at the Paris Exhibition of 1900 after four years of trials, with a circular route around Lake Daumesnil that carried passengers. Routes followed in 6 places including Eberswalde and Fontainebleau. Max Schiemann on 10 July 1901 opened the world's fourth passenger-carrying trolleybus system, which operated at Bielatal (Biela Valley, near Dresden), in Germany. Schiemann built and operated the Bielatal system, is credited with developing the under-running trolley current collection system, with two horizontally parallel overhead wires and rigid trolley poles spring-loaded to hold them up to the wires.

Although this system operated only until 1904, Schiemann had developed what is now the standard trolleybus current collection system. In the early days there were many other methods of current collection.^[7] The Cédès-Stoll (Mercédès-Électrique-Stoll) system was first operated near Dresden between 1902 and 1904, and 18 systems followed.

The Lloyd-Köhler or Bremen system was tried out in Bremen with 5 further installations, and the Cantono Frigerio system was used in Italy. Throughout the period, trackless freight systems and electric canal boats were also built.

Leeds and Bradford became the first cities to put trolleybuses into service in Great Britain on 20 June 1911. Apparently, though it was opened on 20 June, the public was not admitted to the Bradford route until the 24th. Bradford was the last to operate trolleybuses in the UK, the system closing on 26 March 1972. The last rear-entrance trolleybus in Britain was in Bradford and is now owned by the Bradford Trolleybus Association.

Birmingham was the first to replace a tram route with trolleybuses, while Wolverhampton, under the direction of Charles Owen Silvers, became world-famous for its trolleybus designs. There were 50 trolleybus systems in the UK, London's being the largest.

By the time trolleybuses arrived in Britain in 1911, the Schiemann system was well established and was the most common, although the Cédès-Stoll (Mercédès-Électrique-Stoll) system was tried in West Ham (in 1912) and in Keighley (in 1913). Smaller trackless trolley systems were built in the US early as well. The first non-experimental system was a seasonal municipal line installed near Nantasket Beach in 1904; the first year-round commercial line was built to open a hilly property to development just outside Los Angeles in 1910.

The trackless trolley was often seen as an interim step, leading to streetcars.

In the USA., some systems subscribed to the all-four concept of using buses, trolleybuses, streetcars (*trams, trolleys*) & rapid transit subway and/or elevated lines (metros), as appropriate, for routes ranging from the lightly used to the heaviest trunk line.

Buses & trolleybuses in particular were seen as entry systems that could later be upgraded to rail as appropriate. In a similar fashion, many cities in Britain originally viewed trolleybus routes as extensions to tram (streetcar) routes where the cost of constructing or restoring track could not be justified at the time, though this attitude changed markedly (to viewing them as outright replacements for tram routes) in the years after 1918.

Trackless trolleys were the dominant form of new post-war electric traction, with extensive systems in among others, Los Angeles, Chicago, Rhode Island, & Atlanta; Boston, San Francisco, and Philadelphia still maintain an *all-four* fleet.

Some trolleybus lines in the USA (in Britain) came into existence when a trolley or tram route did not have sufficient ridership to warrant track maintenance or reconstruction.

In a similar manner, a proposed tram scheme in Leeds, UK, was changed to a trolleybus scheme to cut costs. Trolleybuses are uncommon today in North America, but they remain common in many European countries as well as Russia and China, generally occupying a position in usage between street railways (trams) and diesel buses. Worldwide, around 300 cities or metropolitan areas are served by trolleybuses today. Trolleybuses are used extensively in large European cities, such as Athens, Belgrade, Bratislava, Bucharest, Budapest, Chisinau, Kiev, Lyon, Milan, Minsk, Moscow, Riga, ST.Petersburg, Sofia, Tallinn, Varna, Vilnius and Zurich, as well as smaller ones such as Arnhem, Bergen, Coimbra, Gdynia, Kaunas, Lausanne, Limoges, Luzern, Modena, Piatra, Neamț, Plzeň, Prešov, Salzburg, Solingen, Szeged, Yalta. Transit authorities in some cities have reduced or discontinued their use of trolleybuses in recent years, while others, wanting to add or expand use of zero-emission vehicles in an urban environment, have opened new systems or are planning new systems.

New systems opened in Lecce, Italy, in 2012 and in Malatya, Turkey, in 2015.

Advantages comparison to trams

Cheaper infrastructure – The initial start up cost of trams is much higher, due to rail, signals, and other infrastructure. Trolleybuses can pull over to the curb like other buses, eliminating the need of special boarding stations or boarding islands in the middle of the street, thus stations can be moved as needed.

Better hill climbing – Trolleybuses' rubber tires have better adhesion than trams' steel wheels on steel rails, giving them better hill-climbing capability and braking.

Easier traffic avoidance – Unlike trams (where side tracks are often unavailable), an out-of-service vehicle can be moved to the side of the road and its trolley poles lowered. The ability to drive a substantial distance from the power wires allows trackless vehicles to avoid obstacles, although it also means a possibility that the vehicle may steer or skid far enough that the trolley pole can no longer reach the wire, stranding the vehicle. Trackless trolleys also are able to avoid collisions by maneuver, while trams can only change speed.

Quietness – Trolleybuses are generally quieter than trams.

Easier training – The control of trolleybuses is relatively similar to motorbuses; the potential operator pool for all buses is much larger than for trams.

Advantages comparison to motorbuses

Better hill climbing – Trolleybuses are better than motorbuses on hilly routes, as electric motors provide much higher static torque at start-up, an advantage for climbing steep hills. Unlike internal combustion engines, electric motors draw power from a central plant and can be overloaded for short periods without damage. San Francisco and Seattle, both hilly American cities, use trolleybuses partly for this reason. Given their acceleration and braking performance, trolleybuses can outperform diesel buses on flat stretches as well, which makes them better for routes that have frequent stops.

Environmentally friendly – Trolleybuses are usually more environmentally friendly in the city than fossil fuel or hydrocarbon-based vehicles (petrol/gasoline, diesel, alcohol).

Power from a centralized plant, even taking into account transmission losses, is often produced more efficiently, is not bound to a specific fuel source, and is more amenable to pollution control as a point source, unlike individual vehicles with exhaust gases & particulates at street level. Trolleybuses are especially favoured where electricity is abundant, cheap, and renewable, such as hydroelectric. Systems in Seattle & Vancouver, BC, draw hydroelectric power from the Columbia River and other Pacific river systems. San Francisco operates its system using hydro power from the city-owned Hetch Hetchy generating plant.

Trolleybuses can generate electricity from kinetic energy while braking, a process known as regenerative braking. For regenerative braking to function, there must be another bus on the same circuit needing power, an electric storage system on the vehicle or the wire system, or a method to send the excess power back to the commercial electric power system. Otherwise the braking energy must be dissipated in resistance grids on the bus; this is called *dynamic braking*. For routes that have more frequent stops, the use of trolley buses eliminates pollution during idling, thus improving air quality.

Minimal noise pollution – Unlike trams or gasoline and diesel buses, trolleybuses are almost silent, lacking the noise of an engine or wheels on rails.

Most noise comes from auxiliary systems such as power steering pumps and air conditioning. Early trolleybuses without these systems were even quieter and, in the UK at least, were often referred to as the *Silent Service*. This however can be seen as a disadvantage, with some pedestrians falling victim to what was known as *Silent Death* (in Britain) or *Whispering Death* (in Australia).

Usable in enclosed space – The lack of exhaust allows trolleybuses to operate underground.

In Cambridge, Massachusetts, trackless trolleys survived because Harvard Station, where several bus lines terminate, is in a tunnel once used by streetcars. Although diesel buses do use the tunnel, there are limitations due to exhaust fumes.

The trackless trolleys continue to have popular support. The only trolleybus systems in Japan, the Tateyama Tunnel Trolleybus and Kanden Tunnel Trolleybus lines, both run in tunnels serving the Kurobe Dam and Tateyama Kurobe Alpine Route, and were converted from normal diesel buses specifically for their lack of exhaust.

Longevity and maintenance – Electric motors typically last longer than internal combustion motors, and cause less secondary damage from vibration, so electric buses tend to be very long-lived compared to motorbuses. As the basic construction of buses has not changed much in the last 50 plus years, they can be upgraded such as when air conditioning was retrofitted to many trolleybuses. Such upgrades are often disproportionately expensive.

Wheelchair lifts are relatively simple to add; kneeling front suspension is a common feature of air suspension on the front axle in lieu of springs. In comparison to battery-powered buses, the lack of a specially designed battery or fuel cell (typically with expensive patents) decreases the price & weight, and in locations with a sufficient power delivery network, the trolleybus is cheaper & easier to maintain in comparison to charging stations.

Disadvantages comparison to trams

Note: As there are numerous variations of tram and light-rail technology, the disadvantages listed may be applicable only with a specific technology or design.

More control required – Trolleybuses must be driven like motorbuses, requiring directional control by the driver.

Higher rolling resistance – Rubber-tired vehicles generally have more rolling resistance than steel wheels, which decreases energy efficiency.

Less efficient use of right-of-way – Lanes must be wider for unguided buses than for streetcars, since unguided buses can drift side-to-side. The use of guidance rail allows trams running in parallel lanes to pass closer together than drivers could safely steer.

Difficulties with platform loading – Implementation of level platform loading with minimal gap, either at design stage or afterwards, is easier and cheaper to implement with rail vehicles.

Disadvantages comparison to motorbuses

Difficult to re-route – When compared to motorbuses, trolleybuses have greater difficulties with temporary or permanent re-routings, wiring for which is not usually readily available outside of downtown areas where the buses may be re-routed via adjacent business area streets where other trolleybus routes operate.

This problem was highlighted in Vancouver in July 2008, when an explosion closed several roads in the city's downtown core. Because of the closure, trolleys were forced to detour several kilometers off their route in order to stay on the wires, leaving major portions of their routes not in service and off-schedule.

Aesthetics – The jumble of overhead wires may be seen as unsightly. Intersections often have a "*webbed ceiling*" appearance, due to multiple crossing and converging sets of trolley wires.

Dewirements — Trolley poles sometimes come off of the wire. Dewirements are relatively rare in modern systems with well-maintained overhead wires, hangers, fittings and contact shoes. Trolleybuses are equipped with special insulated pole ropes which drivers use to reconnect the trolley poles with the overhead wires. When approaching switches, trolleybuses usually must decelerate in order to avoid dewiring, and this deceleration can potentially add slightly to traffic congestion.

Unable to overtake other trolleybuses – Trolleybuses cannot overtake one another in regular service unless two separate sets of wires with a switch are provided or the vehicles are equipped with off-wire capability, with the latter an increasingly common feature of new trolleybuses.

Higher capital cost of equipment – Trolleybuses are often long-lived equipment, with limited market demand. This generally leads to higher prices relative to internal combustion buses. The long equipment life may also complicate upgrades.

More training required – Drivers must learn how to prevent dewiring, slowing down at turns and through switches in the overhead wire system, for example.

Overhead Wires Create Obstruction - Trolleybus systems employ overhead wires above the roads used by the trolleybuses. The wires can restrict tall motor vehicles such as delivery trucks (*lorries*) and double decker buses from using or crossing roads fitted with overhead wires, as such vehicles would hit the wires or pass dangerously close to them, risking damage and dangerous electrical faults. The wires also may impede positioning of overhead signage and create a hazard to activities such as road repairs using tall excavators or piling rigs, use of scaffolding, etc.

Off-wire power developments

With the re-introduction of hybrid designs, trolleybuses are no longer tied to overhead wires. The Public Service Company of New Jersey, with Yellow Coach, developed *All Service Vehicles*; trackless trolleys capable of operating as gas-electric buses when off wire, and used them successfully between 1935 and 1948. Since the 1980s, systems such as Muni in San Francisco, TransLink in Vancouver, and Beijing, among others, have bought trolleybuses equipped with batteries to allow them to operate fairly long distances away from the wires. Supercapacitors can be also used to move buses short distances.

Trolleybuses can optionally be equipped either with limited off-wire capability – a small diesel engine or battery pack – for auxiliary or emergency use only, or full dual-mode capability. A simple auxiliary power unit can allow a trolleybus to get around a route blockage or can reduce the amount (or complexity) of overhead wiring needed at operating garages (depots). This capability has become increasingly common in newer trolleybuses, particularly in North America & Europe, where the vast majority of new trolleybuses delivered since the 1990s are fitted with at least limited off-wire capability.

These have gradually replaced older trolleybuses which lacked such capability.

In Philadelphia, new trackless trolleys equipped with small hybrid diesel-electric power units for operating short distances off-wire were placed in service by SEPTA in 2008.

This is instead of the trolleys using a conventional diesel drive train or battery-only system for their off-wire movement.

King County Metro in Seattle, Washington and the MBTA in Boston use or have used dual-mode buses that run on electric power from overhead wires on a fixed right-of-way and on diesel power on city streets. Metro used special-order articulated Breda buses with the center axle driven electrically and the rear (third) axle driven by a conventional power pack, with electricity used for clean operation in the downtown transit tunnel. They were introduced in 1990 and retired in 2005, replaced by cleaner hybrid buses, although 59 of 236 had their diesel propulsion equipment removed and continue (as of 2010) in trolley bus service on non-tunnel routes. Since 2004, the MBTA uses dual-mode buses on its Silver Line (Waterfront) route. With increasing diesel fuel costs and problems caused by particulate matter and NO_x emissions in cities, trolleybuses can be an attractive alternative, either as the primary transit mode or as a supplement to rapid transit and commuter rail networks.

Trolleybuses are quieter than internal combustion engine vehicles. Mainly a benefit, it also provides much less warning of a trolleybus's approach. A speaker attached to the front of the vehicle can raise the noise to a desired *safe* level. This noise can be directed to pedestrians in front of the vehicle, as opposed to motor noise.

It typically comes from the rear of a bus and is more noticeable to bystanders than to pedestrians. Trolleybuses can share overhead wires and other electrical infrastructure (such as substations) with tramways. This can result in cost savings when trolleybuses are added to a transport system that already has trams, though this refers only to potential savings over the cost of installing and operating trolleybuses alone.

Manufacturing

Well over 200 different trolleybus makers have existed – mostly commercial manufacturers, but in some cases (particularly in communist countries), built by the publicly owned operating companies or authorities. Of the defunct or former trolleybus manufacturers, the largest producers – ones whose production totalled more than 1,000 units each – included the U.S. companies Brill (3,250), Pullman-Standard (2,007), & Marmon-Herrington (1,624); the English companies AEC (1,750), British United Traction (BUT) (1,573), Leyland (1,420) and Sunbeam (1,379); France's Vétra (more than 1,750); the Italian builders Alfa Romeo (2,044) & Fiat (approx. 1,700). Canadian Car and Foundry built 1,114 trolleybuses based on designs by Brill.

As of the 2010s, at least 30 trolleybus manufacturers exist. A significant change to trolleybus designs starting in the early 1990s was the introduction of low-floor models, which began only a few years after the first such models were introduced for motorbuses.

These have gradually replaced high-floor designs, by 2012, every existing trolleybus system in Western Europe had purchased low-floor trolleybuses, with the La Spezia (Italy) system being the last one to do so, and several systems in other parts of the world have purchased low-floor vehicles. In the United States, the Americans with Disabilities Act of 1990 required that all new transit vehicles placed into service after 1 July 1993 be accessible to persons in wheelchairs.

Double-decker trolleybuses

Since the end of 1997, no double-decker trolleybuses have been in service anywhere in the world, but in the past several manufacturers made such vehicles. Most builders of double-deck trolleybuses were in the United Kingdom,

There are currently 300 cities or metropolitan areas where trolleybuses are operated; more than 500 additional trolleybus systems have existed in the past.

Of the systems existing as of 2012, the majority are located in Europe and Asia, including 85 in Russia and 43 in Ukraine. However, there are 8 systems existing in North America and 9 in South America. Trolleybuses have been preserved in most of the countries where they have operated. The United Kingdom has the largest number of preserved trolleybuses with more than 110, while the United States has around 70. Most preserved vehicles are on static display only, but a few museums are equipped with a trolleybus line, allowing trolleybuses to operate for visitors. Museums with operational trolleybus routes include three in the UK – the Trolleybus Museum at Sandtoft, the East Anglia Transport Museum and the Black Country Living Museum – and three in the United States – the Illinois Railway Museum, the Seashore Trolley Museum.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Add some information & make up a small report and give a talk in class.

Exercise 3. Read the information & pick up the essential details in the form of quick notes.



HISTORY OF TRAMS

There have been two separate generations of trams in London, from 1860 to 1952 and from 2000. There were no trams at all in London between 1952 and 2000.

The first generation of trams in London started in 1860 when a horse tramway began operating along Victoria Street in Westminster. This first line was operated by a somewhat eccentric American, George Francis Train. Initially, there was strong opposition as, although it was popular with its passengers, the first designs had rails that stood proud of the road surface and created an obstruction for other traffic.

This came to a head in 1861 when Train was arrested for "breaking and injuring" the Oxbridge Road and his plans were put on hold. Eventually Parliament passed legislation permitting tram services, on the condition that the rails were recessed into the carriageway and that the tramways were shared with other road users.

Costs of maintenance of the tramway and its immediately neighbouring road carriageway would be borne by the tram companies, thus benefiting the ratepayers, who had been bearing the full cost of highway repairs since the abolition of turnpikes. Fares were set at \$1 per mile, with half-price early and late workmen's services.

After a demonstration line was built at the Crystal Palace, the first lines authorised by the Act of Parliament in 1870 ran from: Blackheath to Vauxhall via Peckham and Camberwell. Brixton joining the Camberwell line at Kennington.

The new tram companies all adopted the same standard gauge, with the intention of being able to link up services at later dates. Horse tram lines soon opened all over London, typically using two horses to pull a 60-person car. They proved popular as they were cheaper, smoother, roomier and safer than the competing Omnibus or Hackney carriages. Replacement by electric vehicles commenced in 1901; the last horse-drawn trams were withdrawn in 1915. There were several early attempts to run motor-powered trams on the London tramlines: John Grantham first trialled an experimental 23 foot steam tramcar in London in 1873 but withdrew it after it performed poorly.

From 1885, the North London Tramways Company operated steam engines hauling long-wheelbase Falcon Engine & Car Works trailers, until its liquidation in 1891.

Although several towns and cities adopted steam trams, the problems associated with track weight, acceleration, noise and power held back their general acceptance in London. Between 1881 and 1883, a small number of trams powered by compressed air, was trialled on the Caledonian Road tramway.

In 1891, a cable tram was introduced for Highgate Hill, the first cable tramway in Europe, which was followed by a second cable line to draw trams up Brixton Hill to Streatham. Both these systems were replaced within 15 years by electric trams.

The electric tram took some decades to establish itself in London. Soon after the storage battery was invented, an electric tram was tested on the West Metropolitan Tramways line between Acton and Kew in 1883 but it was not until 1901 that Croydon Corporation introduced the first fully operational electric tram services in the Greater London area, using power delivered from overhead wires.

Meanwhile Imperial Tramways had acquired the worn-out tram network in West London, which it renovated and extended from Shepherds Bush to Acton using overhead electrification throughout and its own network of ornate power stations, starting with Chiswick. There were plans to run an underground tram line between South Kensington and the Albert Hall but it was withdrawn in 1891. A pedestrian only route, the South Kensington subway, was built instead. The Kingsway tramway subway did go ahead.

In the 1930s, the arched tunnels were removed to accommodate double decker trams. The last tram using the subway system was in 1952.

After the slow start, electric trams rapidly became very popular; by 1903, there were 300 electric tramcars in London, which carried 800,000 passengers over Whitsun weekend in 1903.

The first electric line opened in 1903 between Westminster Bridge and Tooting and the LCC sold 3.3 million tickets in its third year of business or five times the traffic carried by its horse trams. The LCC saw the electric trams as a way of driving social change, as its cheap, fast service could encourage workers to move out of the crowded inner city and live healthier lives in the suburbs.

By 1914, the London tram operators formed the largest tram network in Europe but the onset of the Great War saw a halt in the expansion of the trams and thousands of staff left to join the armed forces to be replaced by "substitute" women conductors and drivers. Many of London's trams had to be equipped with both systems of electricity supply, with routes being equipped with change points. During their heyday, tram services covered much of inner London and reached out to the suburbs. Route coverage might have been wider still but the terms of the 1870 Act meant that the passage of new tramways had to be negotiated individually with local authorities, who would sometimes impose prohibitively expensive improvement works as a condition of approval.

After the Great War, money for investment and maintenance became harder to find, as passengers migrated to the new motor bus services. In the 1930s, The London United and Metropolitan Electric companies purchased a large fleet of modern double-deck Feltham trams. LUT accompanied this change by introducing electric trolleybuses using twin overhead wires as a cheaper alternative for 17 miles of its routes in 1931.

After World War II, shortages of steel and electrical machinery were cited as reasons for not investing in maintenance, while the LCC reported that the service ran at a loss. The market for trams became smaller as other tramways were being forced to close at that time, as the 1948 nationalisation of electricity suppliers removed access to cheap electricity for those undertakings which owned their local power company.

No general improvement in traffic flow was seen after the trams were withdrawn.

Following the closure of London's tram system, the *Feltham* trams were mostly sold to Leeds where they continued in service until the abandonment of that city's trams in 1959.

Most new rail systems in London have since been built to use light rail, as the steeper gradients, cheaper engines and more flexible land use inherent in modern designs have led to more affordable and practical systems.

The first of these is a light rail system was built to serve the redeveloped Docklands area of East London. It is not a true tram system, being a hybrid system somewhere between modern trams and conventional rail but with fully automated driverless articulated high-floor tramcars. It has since been extended to cover 31 km of lines north and south of the River Thames. New tram systems and extensions to existing tram lines have been discussed or planned. Two more tram systems were planned but their development has been abandoned. In the lead-up to the 2008 Mayoral election, Ken Livingstone proposed an Oxford Street Tram that would run along Oxford Street from Marble Arch to Tottenham Court Road. It would be tied into plans to pedestrianise Oxford Street and Marble Arch, funded through property development.

Construction began in 2012 with completion in 2018. There had been earlier proposals to do the same, but the difficulty was that when bus services were privatised many bus operators had been keen to get running rights over the profitable Oxford St. routes and the cost of buying out their rights was considered prohibitive.

Exercise 1. Digest the information briefly in English.

Exercise 2. Try to translate the jokes below.

Exercise 3. Render the contents of the jokes in Indirect Speech in English.

Exercise 4. Transfer the given information from the passages onto a table.

No	Activity			
	Event	Where	When	Score
1.				



JOKES ON MISUNDERSTANDING

"Well", commented the magistrate, "that proves nothing", says the Policeman: "Why did you cross the street when the sign said DON'T WALK?" Boy: "I thought it was a bus advertisement."

The exceedingly stout lady indignantly tackled a bus inspector at a busy stopping-place.

"I want to report the conductor of that bus that's just gone", she shrilled. "He's been rude!"

"How?" – asked the bored official.

"Why", went on the lady. "He was telling people the bus was full up, and when I got off", he said: "Room for three inside".

He was the only witness to the car accident. The cop asked his name.

"John Smith", he said. "Give us your real name", ordered the cop.

"Well", said the witness, "put me down as William Shakespeare."

"That's better", said the cop, "you can't fool me with that Smith stuff."

"You say this man was drunk?" – asked the attorney defending the motorist.

Traffic cop: "Well, I said that he sat in his car for three hours in front of a street excavation waiting for the light to turn green."

When a group of women got on the car, every seat was already occupied. The conductor noticed a man who seemed to be asleep, and, fearing that he might miss his stop, he nudged him and said: "Wake up!" "I wasn't asleep", the man protested.

"Not asleep? But you had your eyes closed."

"I know. I just hate to look at ladies standing up in a crowded car."

Proud wife (taking very nervous friend for a little trip): "I feel so safe with George driving, now that he has joined the Red Cross. He is learning first aid, and knows where all the hospitals are."

The motorist was charged with driving his car while under the influence of liquor, and a traffic cop was giving evidence.

"When I came upon the scene, Your Worship", he said, "I found the accused engaged in a heated argument with the Minister of Transport about the condition of the road."

"No", admitted the witness, "only, you see, the Minister of Transport wasn't there."

A motorcycle policeman was about to write up a ticket charging a motorist with speeding, when a woman in the back seat who could restrain herself no longer, began this tirade. "There! Didn't I tell you to watch out? But you kept right on speeding all morning, getting out of line, not passing stop streets and everything else. Didn't I tell you'd get caught? Didn't I? Didn't I?" "Who is this woman?" – asked the officer, with pencil poised.

"My wife", said the motorist grimly.

"Drive on, my friend!" – exclaimed the officer, pityingly, as he proceeded to tear up the ticket. "Drive on – and may the Lord have mercy on you!"

Exercise 1. Read the passage and try to render its score in English.

Sightseeing Rome on foot is indeed an exhausting enterprise. The public transport system of the underground, trams and buses gets you to the major tourist sites and attractions quicker. Bearing this in mind, we suggest purchasing a *Roma Pass*, entitling card holders to use public transport for three days running, as well as benefit from discounts in museums, at tourist sites, shops and theatres. A wide range of different kinds of tickets and season tickets are available with the Metrebus Roma system.

BIT Valid for 100 minutes from the moment it has been stamped.

BIG Valid for the entire day for an unlimited number of journeys until midnight.

BTI Valid for 3 days from the date it has been first stamped, meaning until midnight of the third day including stamping, for an unlimited number of journeys.

CIS Valid for 7 days from the date it has been first stamped, meaning until midnight of the third day including the day it was stamped, for an unlimited number of journeys.

BIRG Valid until midnight of the day it has been stamped and for an unlimited number of an unlimited journeys in the selected zone at the time of purchase of card.

Exercise 2. Pay attention to that.

Maximum and minimum speed limits should be imposed on all roads. Governments should lay down safety specifications for manufacturers, as has been done in the USA.

All advertising stressing power and performance should be banned.

These measures may sound inordinately harsh, but surely nothing should be considered as too severe if it results reducing the annual toll of human life. After all, the world is for human beings, not motorcars.

Exercise 3. Find some more information and compare traffic laws in Great Britain and in our country. Make up a report and give a talk in class.

Exercise 4. Translate the words and word-combinations with the key word «traffic».

Traffic – trafficability – trafficable – trafficator – trafficker – trafficking – trafficway.



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UNIT II. HISTORY OF TOWNS & CITIES

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INTRODUCTION

A city is a relatively large and permanent settlement, particularly a large urban settlement. Although there are no agreed definitions distinguishing a city from a town, many cities have a particular administrative, legal, or historical status.

A big city, or metropolis, may have suburbs and regions. Such cities are usually associated with metropolitan areas and urban sprawl, creating large numbers of business commuters. Once a city sprawls far enough to reach another city, this region can be deemed a conurbation or megalopolis. There is insufficient evidence to assert what conditions in world history spawned the first cities. Theorists, however, have offered arguments for what the right conditions might have been and have identified some basic mechanisms that might have been the important driving forces. The conventional view holds that cities first formed after the Neolithic revolution.

The Neolithic revolution brought agriculture, which made denser human populations possible, thereby supporting city development.

The advent of farming encouraged hunter-gatherers to abandon nomadic lifestyles and to choose to settle near others who lived off of agricultural production.

The increased population density encouraged by farming and the increased output of food per unit of land, created conditions that seem more suitable for city-like activities.

In his book, *Cities and Economic Development*, Paul Bairoch takes up this position as he provides a seemingly straightforward argument, which makes agricultural activity appear necessary before true cities can form. According to some scholars, for a settlement to qualify as a city, it must have enough surpluses of raw materials to support trade.

Bairoch points out that, due to sparse population densities that would have persisted in pre-Neolithic, hunter-gatherer societies, the amount of land that would be required to produce enough food for subsistence and trade for a large population would make it impossible to control the flow of trade.

To illustrate this point, Bairoch offers an example: "In Western Europe during the pre-Neolithic the density must have been less than 0.1 people per square kilometre".

Using this population density as a base for calculation, and allotting 10% of food towards surplus for trade and assuming that there is no farming taking place among the city dwellers, he calculates that "in order to maintain a city with a population of 1,000, and without taking the cost of transportation into account, an area of 100,000 square kilometres would have been required. When the cost of transportation is taken into account, the figure rises to 200,000 square kilometres...".

To argue this view, Jacobs suggests a fictitious scenario where a valued natural resource leads to primitive economic activity – in her example, the resource is obsidian.

The stock of obsidian is controlled and traded with neighbouring hunting groups.

Hunters that do not control the stock travel great distances to barter what they have, valuing obsidian because it "makes the sharpest tools to be had".

This activity brings more people to the centre as jobs are created and goods are being traded. Among the goods traded are seeds of all different sorts, stored in unprecedented combinations. In various ways, some accidental, the seeds are sown, and the variation in yields are observed more readily than they would be in the wild. The seeds that yield the most grain are noticed and trading them begins to occur within the city.

Owing to this local dealing, the city dwellers find that their grain yields are the best and for the first time, there is deliberate and conscious selection.

The choices made now are purposeful, they are made among various strains of already cultivated crosses, and their crosses, mutants and hybrids increase because it is recycled back into the higher cost of living in a bigger city.

The city is completely surrounded by a city wall and defensive canal. The square shape was inspired by Jerusalem. Modern city planning has seen many different schemes for how a city should look. The most commonly seen pattern is the grid, favoured by the Romans, almost a rule in parts of the Americas, and used for thousands of years in China.

Derry was the first ever planned city in Ireland, begun in 1613, with the walls being completed five years later. The central diamond within a walled city with four gates was thought to be a good design for defence.

The grid pattern chosen was widely copied in the colonies of British North America.

However, the grid has been around for far longer than the British Empire.

The Ancient Greeks often gave their colonies around the Mediterranean a grid plan. One of the best examples is the city of Priene. This city even had its different districts, much like modern city planning today. Fifteen centuries earlier the Indus Valley Civilization was using grids in such cities as Mohenjo-Daro.

Grid plans were popular among planners in the 19th century; such plans were typical in the American West, in places such as Salt Lake City and San Francisco.

Also in Medieval times we see a preference for linear planning. Good examples are the cities established in the south of France by various rulers and city expansions in Old Dutch and Flemish cities.

Other forms may include a radial structure in which main roads converge on a central point, often the effect of successive growth over long time with concentric traces of town walls and citadels – recently supplemented by ring roads that take traffic around the edge of a town. Many Dutch cities are structured this way: a central square surrounded by concentric canals. Every city expansion would imply a new circle (canals + town walls).

In cities like Amsterdam and Haarlem, and elsewhere, such as in Moscow, this pattern is still clearly visible.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Add some information & make up a small report and give a talk in class.

Exercise 3. Choose the keywords and phrases that best convey the gist of the text.

Exercise 4. Transfer the given information from the passages onto a table.

No	Activity			
	Event	Where	When	Score
1.				



TOWNS HISTORY

Towns and cities have a long history, although opinions vary on whether any particular ancient settlement can be considered to be a city. A city formed as central places of trade for the benefit of the members living in close proximity to others facilitates interaction of all kinds. These interactions generate both positive and negative externalities between other's actions. Benefits include reduced transport costs, exchange of ideas, sharing of natural resources, large local markets, and later in their development, amenities such as running water and sewage disposal. Possible costs would include higher rate of crime, higher mortality rates, higher cost of living, worse pollution, traffic & high commuting times. Cities will grow when the benefits of proximity between people and firms are higher than the cost. The first true towns are sometimes considered to be large settlements where the inhabitants were no longer simply farmers of the surrounding area, but began to take on specialized occupations, and where trade, food storage and power was centralized.

In 1950 Gordon Childe attempted to define a historic city with 10 general metrics.

- Size and density of the population should be above normal.
- Differentiation of the population. Not all residents grow their own food leading to specialists.
- Payment of taxes to a deity or king.
- Monumental public buildings.
- Those not producing their own food are supported by the king.
- Systems of recording and practical science.
- A system of writing.
- Development of symbolic art.
- Trade and import of raw materials.
- Specialist craftsmen from outside the kin-group.

This categorization is descriptive, and not all ancient cities fit into this well, but it is used as a general touchstone when considering ancient cities. One characteristic that can be used to distinguish a small city from a large town is organized government.

A town accomplishes common goals through informal agreements between neighbours and the leadership of a chief. A city has professional administrators, regulations, some form of taxation (food & other necessities or means to trade for them) to feed the government workers. The governments may be based on heredity, religion, military power, work projects (canal building), food distribution, land ownership, agriculture, commerce, manufacturing, finance, or a combination of those.

Ancient Times

Societies that live in cities are often called civilizations. A city can also be defined as an absence of physical space between people and firms. Early cities developed in a number of the ancient world regions. Mesopotamia can claim the earliest cities, particularly Eridu, Uruk, and Ur. Although it has sometimes been claimed that ancient Egypt lacked urbanism, in fact several types of urban settlements were found in ancient times. The Indus Valley Civilization and China are two other areas of the Old World with major indigenous urban traditions.

Among the early Old World cities, Mohenjo-daro of the Indus Valley Civilization in present-day Pakistan, existing from about 2600 B.C. to 1900 B.C., was one of the largest, with an estimated population of 40,000 or more. Mohenjo-daro & Harappa, the large industry capitals, were among the first cities to use grid plans, drainage, flush toilets, urban sanitation systems, and sewage systems. At a somewhat later time, a distinctive urban tradition developed in the Khmer region of Cambodia, where Angkor grew into one of the largest cities (in area) the world has ever seen.

In the ancient Americas, early urban traditions developed in Mesoamerica & the Andes. Mesoamerica saw the rise of early urbanism in several cultural regions, including the Classic Maya, the Zapotec of Oaxaca, and Teotihuacan in central Mexico.

Later cultures such as the Aztec drew on these earlier urban traditions.

In the Andes, the first urban centres developed in the Chavin & Moche cultures, followed by major cities in the Huari, Chimu and Inca cultures. This roster of early urban traditions is notable for its diversity. Excavations at early urban sites show that some cities were sparsely-populated political capitals, others were trade centres, and still other cities had a primarily religious focus. Some cities had large dense populations whereas others carried out urban activities in the realms of politics or religion without having large associated populations. Theories that attempt to explain ancient urbanism by a single factor such as economic benefit fail to capture the range of variation documented by archaeologists.

The growth of the population of ancient civilizations, the formation of ancient empires concentrating political power, and the growth in commerce and manufacturing led to ever greater capital cities and centres of commerce & industry, with Alexandria, Antioch and Seleucia of the Hellenistic civilization, Pataliputra (now Patna) in India, Chang'an (now Xi'an) in China, Carthage, ancient Rome, its eastern successor Constantinople (later Istanbul), and successive Chinese, Indian and Muslim capitals approaching or exceeding the half-million population level. Keith Hopkins estimates that ancient Rome had a population of about a million people by the end of the first century B.C., after growing continually during the 3rd, 2nd, & 1st centuries B.C. Alexandria's population was close to Rome's population at around the same time. The historian Rostovtzeff estimates a total population close to a million based on a census dated from 32 C.E. that counted 180,000 adult male citizens in Alexandria.

Similar administrative, commercial, industrial and ceremonial centres emerged in other areas, most notably medieval Baghdad, which according to George Modelski, later became the first city to exceed a population of 1 mln by the 8th century instead of Rome followed by Beijing also exceeding one million. The growth of ancient and medieval empires led to ever greater capital cities and seats of provincial administration successive Chinese, Islamic, and Indian capitals approaching or exceeding the half-million population level.

It is estimated that ancient Rome had a population of around 450,000 people by the end of the last century B.C., which is considered the only European city to reach that number until the Industrial Revolution, although Constantinople came close.

While David Kessler and Peter Temin consider ancient Rome to be the largest city before 19th century, George Modelski considers medieval Baghdad, with an estimated population of 1.2 million at its peak, to be the largest city before 19th century London.

Others estimate that Baghdad's population may have been as large as 2 million in the 9th century. Agriculture was practiced in sub-Saharan Africa since the third millennium B.C. Because of this, cities were able to develop as centres of non-agricultural activity.

Exactly when this first happened is still a topic of archaeological and historical investigation. Western scholarship has tended to focus on cities in Europe and Mesopotamia, but emerging archaeological evidence indicates that urbanization occurred south of the Sahara in well before the influence of Arab urban culture. The oldest sites documented thus far are from around 500 C.E. including Kumbi-Saleh the ancient capital of Ghana, and Maranda a centre located on a trade route between Egypt and Gao.

Middle Ages

During the European Middle Ages, a town was as much a political entity as a collection of houses. City residence brought freedom from customary rural obligations to lord and community: *Stadtluft macht frei* (*City air makes you free*) was a saying in Germany. In Continental Europe cities with a legislature of their own were not unheard of, the laws for towns as a rule other than for the countryside, the lord of a town often being another than for surrounding land. In the Holy Roman Empire some cities had no other lord than the emperor. In Italy, Medieval communes had quite a statelike power.

In exceptional cases like Venice, Genoa or Lubeck, cities themselves became powerful states, sometimes taking surrounding areas under their control or establishing extensive maritime empires. Similar phenomena existed elsewhere, as in the case of Sakai, which enjoyed a considerable autonomy in late medieval Japan.

Early Modern

While the city-states, or poleis, of the Mediterranean and Baltic Sea languished from the 16th century, Europe's larger capitals benefited from the growth of commerce following the emergence of an Atlantic trade.

By the late 18th century, London had become the largest city in the world with a population of over a million, while Paris rivalled the well-developed regionally-traditional capital cities of Baghdad, Beijing, Istanbul and Kyoto. During the Spanish colonization of the Americas the old Roman city concept was extensively used.

Cities were founded in the middle of the newly conquered territories, and were bound to several laws about administration, finances and urbanism. Most towns remained far smaller places, so that in 1500 only some two dozen places in the world contained more than 100,000 inhabitants: as late as 1700 there were fewer than forty, a figure which would rise thereafter to 300 in 1900. A small city of the early modern period might contain as few as 10,000 inhabitants, a town far fewer still. The growth of modern industry from the late 18th century onward led to massive urbanization and the rise of new great cities, first in Europe and then in other regions, as new opportunities brought huge numbers of migrants from rural communities into urban areas.

In the USA from 1860 to 1910, the invention of railroads reduced transportation costs, and large manufacturing centres began to emerge, thus allowing migration from rural to city areas.

However, cities during those periods of time were deadly places to live in, due to health problems resulting from contaminated water and air, and communicable diseases.

In the Great Depression of the 1930s cities were hard hit by unemployment, especially those with a base in heavy industry.

In the U.S. urbanization rate increased 40% to 8 % during 1900-1990. Today the world's population is slightly over half-urban, with millions still streaming annually into the growing cities of Asia, Africa and Latin America. There has been a shift to suburbs, perhaps to avoid crime and traffic, which are two costs of living in an urban area. Modern cities are known for creating their own microclimates.

This is due to the large clustering of heat absorbent surfaces that heat up in sunlight and that channel rainwater into underground ducts. Waste and sewage are two major problems for cities, as is air pollution coming from various forms of combustion, including fireplaces, wood or coal-burning stoves, other heating systems, and internal combustion engines. The impact of cities on places elsewhere, its hinterlands or places far away is considered in the notion of city footprinting (*ecological footprint*).

Other negative external effects include health consequences such as communicable diseases, crime, and high traffic and commuting times.

Cities cause more interaction with more people than rural areas, thus a higher probability to contracting contagious diseases. However, many inventions such as inoculations, vaccines, and water filtration systems have also lowered health concerns.

Crime is also a concern in the cities. Studies have shown that crime rates in cities are higher and the chance of punishment after getting caught is lower.

In cases such as burglary, the higher concentration of people in cities creates more items of higher value worth the risk of crime. The high concentration of people also makes using automobiles inconvenient and pedestrian traffic is more prominent in metropolitan areas than a rural or suburban one. Cities also generate positive external effects.

The close physical proximity facilitates knowledge spillovers, helping people & firms exchange information and generate new ideas. A thicker labour market allows for better skill matching between firms and individuals. Another positive external effect of cities comes from the diverse social opportunities created when people of different backgrounds are brought together. Larger cities typically offer a wider variety of social interests and activities, letting people of all backgrounds find something they can be involved in. Cities may however also have positive influences on the environment.

UN Habitat stated in its reports that city living can be the best solution for dealing with the rising population numbers. This is because cities concentrate human activity into one place, making the environmental damage on other places smaller. Letting the cities have a positive influence however, can only be achieved if urban planning is improved and if the city services are properly maintained.

The Difference between towns & cities

The difference between *towns* and *cities* is differently understood in different parts of the world. Indeed, many languages other than English often use a single word for both concepts (German *Stadt*, Swedish *stad*, Danish / Norwegian *by*). Iberian languages typically use a three-way designation (Catalan: *poble, vila, ciutat*, Galician: *aldea, vila, cidade*).

Portuguese: *aldeia, vila, cidade*. Spanish: *pueblo, villa, ciudad* – respectively *village, town, city*, but other romance languages don't. French: *village, ville*. Italian: *villaggio, città* – respectively *village, city*. Even within the English-speaking world there is no one standard definition of a city: the term may be used for a town possessing city status; for an urban locality exceeding an arbitrary population size; for a town dominating other towns with particular regional economic or administrative significance.

Although *city* can refer to an agglomeration including suburban and satellite areas, the term is not usually applied to a conurbation (cluster) of *distinct* urban places, nor for a wider metropolitan area including more than one city, each acting as a focus for parts of the area. The word *town* (also *downtown*) may mean the centre of the city.



Australia & New Zealand

In Australia, *city* in its broadest terms refers simply to any town that is large enough. Narrower usage can refer to a local government area, or colloquially to the central business district (CBD) of a large urban area. Residents of Perth might speak of travelling to the CBD as *going to the city*. Australia's largest cities are Sydney, Melbourne, Brisbane, Perth and Adelaide. In New Zealand, according to Statistics New Zealand, "A city must have a minimum population of 50,000, be predominantly urban in character, a distinct entity and a major centre of activity within the region." Gisborne, purported to be the first city to see the sun, has a population of only 44,500 is therefore administered by a district council, not a city council. At the other extreme, Auckland, although it is usually referred to as a single city, is actually four cities: Auckland City, Waitakere City, North Shore City, and Manukau City.

Brazil

Brazil is divided into states & these into municipalities; there is no county or equivalent level. Brazilian law defines a *city* as the urban seat of a municipality and establishes no difference between cities and towns; all it takes for an urban area to be legally called a *city* is to be the seat of a municipality, and some of them are semi-rural settlements with a very small population. Municipalities always have the same name as their corresponding cities, and the terms *município* and *cidade* are often used interchangeably, even by the government itself, although this is not technically correct. However, all land in Brazil is in the territory of some municipality. Thus, even in the country's remotest wilderness areas, one is still technically under the jurisdiction of a *city*, or at least of its government.

Brazil's largest cities are Sun Paulo & Rio de Janeiro, both located on the heavily urbanized South East coast.

Norway

In Norway a city is called *by* and is derived from the Norse word *býr* meaning *a place with many buildings*. Both cities and towns are referred to as *by*. The status of *city* is granted by the local authorities if a request for city status has been made and the area has a population of at least 5000. Since 1997, cities no longer have special administrative functions. If the area has not been granted the status of a city; it is called *tettsted* or *bygd*.

The terms differ in that a *tettsted* has more concentrated population than a *bygd*.

A *bygd* is in many ways similar to a village, but the Norwegian term for village, *landsby*, is not used for places in Norway.

Chile & Venezuela

Chile's Department of National Statistics defines a city as an urban entity with more than 5,000 inhabitants. A town is an urban entity with 2,001 to 5,000 people; however, if the area has some economic activity, the designation may include populations as small as 1,001.

The department also defines Major Cities as provincial or regional capitals with populations of 100,001 to 500,000; Great Urban Areas which comprise several entities without any appreciable limit between them and populations which total between 500,000 and 1,000,000.

A Metropolis is the largest urban area in the country where there are more than one million inhabitants. The *urban entity* is defined as a concentration of habitations with more than 2,000 people living in them, or more than 1,000 people if more than half of those persons are in some way gainfully employed. Tourist and recreation areas with more than 250 living units may be considered as urban areas.

Canada

In Canada the granting of city status is handled by the individual provinces and territories, so that the definitions and criteria vary widely across the country.

In British Columbia and Saskatchewan towns can become cities after they reach a population of 5,000 people, but in Alberta the requirement is 10,000. Ontario sometimes confers city status on primarily rural areas, while Nova Scotia have abolished the title of city altogether. In Quebec *cite* used to be different from *ville* (both translate *city*, the former being poetic or archaic), but this difference was abolished in the late 1990s.

China

There is a formal definition of *city* in China provided by the Chinese government. For an urban area that can be defined as a *city*, there should be at least 100,000 non-agricultural populations.

City with less than 200,000 non-agricultural population refers to a Small city, 200,000-500,000 non-agricultural population is a Medium city, 500,000-1,000,000 non-agricultural population is a Large city and >1,000,000 non-agricultural population is an Extra-large city.

There is an administrative definition based on the city boundary too and a city has its legal city limits. In 1998, there were 668 cities in China – China has the largest urban population in the world although most of its population still lives in rural settlements.

Shanghai and Beijing are the country's largest cities but many others have experienced rapid population growth as migrants seek new work in a rapidly developing manufacturing and service industry.

Germany

The German word for both *town* and *city* is *Stadt*, while a city with more than 100,000 inhabitants is called a *Grossstadt* (big city). *On the other hand*, most towns are communities belonging to a *Landkreis* (county or rural district), but there are some cities, usually with at least 50,000 inhabitants that are counties by themselves (*kreisfreie Stadte*).

Germany's largest cities are Berlin, Hamburg and Munich although the largest urban area is in the Rhine-Ruhr region around such cities as Dortmund and Essen.

Italy

In Italy a city is called *città*, an uncounted noun derived from the Latin *civitas*.

The status of *city* is granted by the President of the Republic with Presidential Decree Law. The largest and most important cities in the country, such as Rome, Milan, Naples and Turin, are called metropolitan areas because they include several minor cities and towns in their areas. There is no population limit for a city. In the coat of arms, a golden crown tower stands for a city.

Pakistan

There has traditionally been no formal distinction between *city* or *town* in Pakistan, although informal distinctions and status has been as common as in any other country.

Several cities in what is now Pakistan were traditionally recognized as cities; in some cases for centuries; Lahore, Multan and Peshawar are examples. After independence and the rapid increase in population that followed caused Karachi to become the nations largest city, while the rapid industrialization in the north of the country resulted in new towns increasing greatly in population; whilst Rawalpindi, traditionally a garrison town became a large city due to the decision to build a new capital nearby. In 2001, a new Act formalized the distinction, by granting the 10 largest cities and metropolitan areas the status of city district, which for the first time gave areas the status of cities.

Poland

In Poland the word *miasto* serves for both town and city. *Miasto* is the term applied purely on the basis of the administrative decision of the central government, and specifically means either: a county with a city charter; a city within a county, created by granting a city charter to a smaller town within a county. These formal distinctions may differentiate larger towns from smaller ones.

Portugal

Like other Iberian languages, in Portuguese there is a traditional distinction between cities – *ciudades* – and towns – *vilas*. The difference is defined by law, and a city must have:

- at least 8,000 electors (more or less 10,000 inhabitants)
- at least half of the following services:
 - hospital
 - pharmacy
 - fire department
 - theatre / cultural house
 - museum
 - library
 - hotel services
 - basic and secondary schools
 - public transport
 - gardens / urban parks

In special cases, some towns may be granted the status of city if they possess historical, cultural or architectonic importance. The Portuguese urban settlements heraldry reflects the difference between cities, towns and villages, with the coat of arms of a city bearing a crown with 5 towers, the coat of arms of a town bearing a crown with 4 towers, while the coat of arms of a village bears a crown with 3 towers. This difference between cities, towns and villages is still in use in other Portuguese speaking countries, but in Brazil is no longer in use.

There is also the notion of *Grande Brea Metropolitana* and *Comunidade Urbana*.

A *Grande Brea Metropolitana* is a wide urban area with at least 350,000 inhabitants and is composed by at least 9 municipalities. A *Comunidade Urbana* must have more than 150,000 inhabitants. Lisbon Metropolitan Area has a population that exceeds 3 mln, being one of the most important western European cities. A city deeply connected with the sea, history, tourism and other services. Greater Metropolitan Area of Porto has over 2 million inhabitants developing a considerable part of the Portuguese economy nowadays.

South Korea

South Korea has a system of dividing into metropolitan cities, provinces, a special city (Seoul) and one specially self-governing province (Jeju-do).

In South Korea, cities should have a population of more than 150,000, and if a city has more than 500,000, it would be divided into 2 districts and then sub-communities follow as a name of dong with similar system of normal cities. Additionally, if a city's population is over 1,000,000, then it would be promoted to metropolitan city.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Add some information & make up a small report and give a talk in class.

Exercise 3. Read the information & pick up the essential details in the form of quick notes.

Exercise 4. Make notes of your new knowledge about history of cities and towns.





PLACE-NAMES

We do not know when men began to give names to the places where they lived, and to the seas, rivers, lakes and mountains around them. Very often they invented a name that described a place in some way, for example, Bear Mountain or White Lake.

The water of the Dead Sea is so salty that nothing can live in it; the reason for the name is clear. The water of the Black Sea is a beautiful colour. But the ancient Greeks, when they looked to the East, often saw dark storm clouds over the water, and they named the sea the Black Sea. The Pacific Ocean is known for its terrible storms.

Nevertheless, on the day when the Spaniard Balboa first saw it, the ocean lay quiet in the bright sunlight, and he called it Pacific, which means *peaceful, quiet*.

From the name of places, we are often able to tell who the inhabitants were at some time in the past. There are cities and towns in the Crimea and the Ukraine whose names end in *pol*: Simferopol, Sevastopol, and Melitopol. We can be sure, even without reading history books, that Greeks settled there in ancient times and gave the places their names: *polis* means *city* in Greek. Sometimes elements of different languages enter into the names of places. In the name of Shakespeare's birthplace, Stradford-on-Avon, we see four words from three different languages.

At this place, a Roman road (in Latin *strata*) crossed the Avon (in the Welsh language the word *afon* means *river*). The English word *ford* means a place where we can cross a river. Therefore, the name Stradford-on-Avon means *the place where the road crosses the river*. From this we know that at different times, Roman, Welsh and English people lived there. Latin words began to be used in English place-names very long ago.

The Latin word *strata* later developed into the English word *street*.

The Latin *portus* became the English *port*, is seen in the names of many English places: Southport, Portland, and Portsmouth. The oldest place-names in the United States are, of course, Indian. They are mostly names of what the people saw in nature: mountains, lakes, rivers and waterfalls. The name of America's greatest river, the Mississippi, is made up of two Indian words: *misi* (great) and *sipi* (water).

Like all ancient names, these Indian names were passed on from father to son by word of mouth: they lived not on maps or in writing, but in the speech of the people.

Europeans found the Indian names very difficult to pronounce, and they pronounced them according to the rules of pronunciation in their own languages. But even in their changed form, the unusual and poetic sound of these Indian words remains: Niagara, Chicago, and Kalamazoo.

The Europeans who arrived in America renamed many of the mountains, lakes and rivers, and gave names to the new towns that they built. We can easily tell where Europeans from different countries settled in America, by analysing the old place-names.

There are English names in the northeast and along the eastern coast, for example, New London, Portland, New York; there are Dutch names in many districts of New York City (Brooklyn, Harlem) and in other parts of New York State; Spanish names in Florida.

There are many French names in the southern states and along the Mississippi.

The oldest names in the west – in the states of California, Texas, New Mexico and Arizona – are Spanish. All these names and many others are language monuments of the early days of American history, when the first Europeans arrived in the new world.

GLOBAL CITIES

A global city, also known as a *world city*, is a prominent centre of trade, banking, finance, innovation, and markets. The term *global city*, as opposed to megacity, was coined by Saskia Sassen in a seminal 1991 work. Whereas *megacity* refers to any city of enormous size, a global city is one of enormous power or influence. Modern global cities often include large central business districts that serve as hubs for economic activity.

Modern global cities, like New York City, often include large central business districts that serve as hubs for economic activity. Global cities, according to Sassen, have more in common with each other than with other cities in their host nations.

Examples of such cities include London, New York City, Paris and Tokyo.

The notion of global cities is rooted in the concentration of power and capabilities within all cities. The city is seen as a container where skills and resources are concentrated: the better able a city is to concentrate its skills and resources, the more successful and powerful the city. This makes the city itself more powerful in the sense that it can influence what is happening around the world. Following this view of cities, it is possible to rank the world's cities hierarchically. Critics of the notion point to the different realms of power.

The term *global city* is heavily influenced by economic factors and, thus, may not account for places that are otherwise significant. For example, cities like Rome, Delhi, Mumbai, Istanbul, Mecca, Mashhad, Karbala, Karachi, Lahore, Jerusalem & Lisbon are powerful in religious and historical terms but would not be considered *global cities*. Additionally, it has been questioned whether the city itself can be regarded as an actor.

In 1995, Kanter argued that successful cities could be identified by three elements: good thinkers (concepts), good makers (competence) or good traders (connections). The interplay of these three elements, Kanter argued, means that good cities are not planned but managed.



INNER CITY

A global city is a city generally considered to be an important node in the global economic system. The concept comes from geography and urban studies and rests on the idea that globalization can be understood as largely created, facilitated, and enacted in strategic geographic locales according to a hierarchy of importance to the operation of the global system of finance and trade.

The most complex of these entities is the *global city*, whereby the linkages binding a city have a direct and tangible effect on global affairs through socio-economic means.

The use of *global city*, as opposed to *megacity*, was popularized by sociologist Saskia Sassen in her 1991 work, *The Global City: New York, London, Tokyo* though the term *world city* to describe cities that control a disproportionate amount of global business dates to at least the May 1886 description of Liverpool by *The Illustrated London News*.

Patrick Geddes also used the term *world city* later in 1915. Cities can fall from such categorization, as in the case of cities that have become less cosmopolitan & less internationally renowned in the current era. Global city status is considered to be beneficial and desired, and because of this many groups have tried to classify and rank which cities are seen as *world cities* or *non-world cities*. Although there is a consensus upon leading world cities, the criteria upon which a classification is made can affect which other cities are included.

Global city provides a variety of international financial services, notably in the FIRE industries, banking, accountancy, marketing.

Cultural characteristics: educational institutions; renowned universities, international student attendance, research facilities. In the USA, UK, the term *inner city* is sometimes used with the connotation of being an area, perhaps a *ghetto*, where people are less wealthy and where there is more crime.

These connotations are less common in other Western countries, as deprived areas are located in varying parts of other Western cities. In fact, with the *gentrification* of some formerly run-down central city areas the reverse connotation can apply.

In Australia, for example, the term *outer suburban* applied to a person implies a lack of sophistication. In Paris, the inner city is the richest part of the metropolitan area, where housing is the most expensive, and where elites and high-income individuals dwell.

In the developing world, economic modernization brings poor newcomers from the countryside to build haphazardly at the edge of current settlement

The USA, in particular, has a culture of anti-urbanism that dates back to colonial times. The American City Beautiful architecture movement of the late 1800s was a reaction to perceived urban decay and sought to provide stately civic buildings and boulevards to inspire civic pride in the motley residents of the urban core.

Modern anti-urban attitudes are to be found in America in the form of a planning profession that continues to develop land on a low-density suburban basis, where access to amenities, work and shopping is provided almost exclusively by car rather than on foot.

However, there is a growing movement in North America called *New Urbanism* that calls for a return to traditional city planning methods where mixed-use zoning allows people to walk from one type of land-use to another. The idea is that housing, shopping, office space, and leisure facilities are all provided within walking distance of each other, thus reducing the demand for road-space and also improving the efficiency and effectiveness of mass transit.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Read the information & pick up the essential details in the form of quick notes.

Exercise 3. Make up the dialogue from the text above and carry it on in class.

Exercise 4. Translate the notions.

Global, global disarmament, global village, global constraint, global criterion, global model, global modelling, global optimization, global war, global network, global market, global company, global corporation, global commodity chain, global competitor, Global Corruption Barometer, global brand, global economics, global financial system, global fund, global retailer, global share offering, global society, Global System of Trade Preferences among Developing Countries, globalism, globalist, globalistics, globalization.

Exercise 5. Try to add the text *New 21st Century Cities*.

There is a debate about whether technology and instantaneous communications are making cities obsolete, or reinforcing the importance of big cities as centres of the knowledge economy. Some companies are building brand new master planned cities from scratch on Greenfield sites. Because these cities are master planned, they will be well designed and well built with the latest techniques and technologies. These cities will not have narrow roads and large traffic jams. These new cities will have the best efficiency, minimum construction and operational cost and avoid traffic congestion.

Exercise 6. Add some information & make up a small report and give a talk in class.



The situation was resolved when the borough petitioned for city status, which was granted by letters patent in 1854. This eventually forced Ripon to regularise its position; its city status was recognised by Act of Parliament in 1865. This led to the situation of Ripon, with the diocesan cathedral, having city status whilst the rapidly expanding conurbation of Leeds – in the same diocese – did not.

The Manchester case established a precedent that any municipal borough in which an Anglican See was established was entitled to petition for city status.

Accordingly, Truro, St. Albans, Liverpool, Newcastle upon Tyne and Wakefield were all officially designated as cities between 1877 and 1888. This was not without opposition from the Home Office, who dismissed St. Albans as *a fourth or fifth rate market town* and objected to Wakefield's elevation on grounds of population. In one new diocese, Southwell, a city was not created, because Southwell was a village without a borough corporation and therefore could not petition the Queen. The diocese covered the counties of Derbyshire and Nottinghamshire, and the boroughs of Derby and Nottingham were disappointed that they would not be able to claim the title of city.



Birmingham was the first English town without an Anglican cathedral to be granted city status. Birmingham City Council meets at the Council House. The link with Anglican dioceses was broken in 1889 when Birmingham successfully petitioned for city status on the grounds of its large population and history of good local government.

At the time of the grant, Birmingham lacked an Anglican cathedral, although the parish church later became a cathedral in 1905. This new precedent was followed by other large municipalities: Leeds and Sheffield became cities in 1893, and Bradford, Kingston upon Hull and Nottingham were honoured on the occasion of Queen Victoria's Diamond Jubilee in 1897. The last three had been the largest county boroughs outside the London area without city status. Between 1897 and 1914, applications were received from a number of other boroughs, but only one was successful: in 1905, Cardiff was designated a city and granted a lord mayoralty as *the Metropolis of Wales*.

The London Government Act 1899 abolished the existing local authorities within the County of London and replaced them with 28 metropolitan boroughs. Among the bodies to be dissolved was the Court of Burgesses of the City of Westminster.

William Burdett-Coutts, one of Westminster's Members of Parliament, brought forward an amendment to rename the proposed borough of Greater Westminster to *City of Westminster*. This was intended to give *recognition to the title which the area had possessed for over three and a half centuries*. He felt that if the status was not retained for the new borough it *must necessarily disappear altogether*.

The amendment was rejected by the government, however, with the First Lord of the Treasury, Arthur Balfour, believing it would be "an anomaly which, I think, would be not unnaturally resented by other districts which are as large in point of population as Westminster, although doubtless not so rich in historical associations".

The government eventually relented, with Balfour stating that "as soon as the necessary arrangements under the London Government Act have been completed, there will be conferred on the borough of Westminster, as constituted under the Act, the title of city, originally conferred in the time of Henry VIII". Letters patent were duly issued granting the title of *city* to the newly created Metropolitan Borough of Westminster.

In 1907, the Home Office & King Edward VII agreed on a policy that future applicants would have to meet certain criteria. This policy, which was not at the time made public, had the effect of stemming the number of city creations. The 1907 policy contained 3 criteria:

- A minimum population of 300,000.
- *A local metropolitan character* – this implied that the town had a distinct identity of its own and was the centre of a wider area.
- A good record of local government.

However, well into the 20th century it was often assumed that the presence of a cathedral was sufficient to elevate a town to city status and that for cathedral cities the city charters were recognising its city status rather than granting it. On this basis, the 1911 *Encyclopedia Britannica* said that Southwell and St. Asaph were cities.

The policy laid down by Edward VII was continued by his successor, George V, who ascended the throne in 1910. In 1911, an application for city status by Portsmouth was refused. Explaining the Home Secretary's reason for not recommending the King to approve the petition, the Lord Advocate stated: during the reign of his late Majesty it was found necessary, in order to maintain the value of the distinction, to lay down a rule as to the minimum population which should ordinarily, in connexion with other considerations, be regarded as qualifying a borough for that higher status.

Following the First World War, the King made an official visit to Leicester in 1919 to commemorate its contributions to the military victory. The borough council had made several applications for city status since 1889, and took the opportunity of the visit to renew its request. Leicester had a population of approximately 230,000 at the previous census, but its petition was granted as an exception to the policy, as it was officially a restoration of a dignity lost in the past. When the county borough of Stoke-on-Trent applied for city status in 1925, it was initially refused as it had only 294,000 inhabitants.

The decision was overturned, however, as it was felt to have outstanding importance as the centre of the pottery industry. The effective relaxation of the population rule led to applications from Portsmouth and Salford. The civil servants in the Home Office were minded to refuse both applications. In particular, Salford was felt to be "merely a scratch collection of 240,000 people cut off from Manchester by the river".

Salford's case, however, was considered favourably by the Home Secretary, William Joynson-Hicks, MP for a neighbouring constituency of Manchester.

Following protests from Portsmouth, which felt it had better credentials as a larger town and as the "first Naval Port of the kingdom", both applications were approved in 1926.

In 1927, a Royal Commission on Local Government was examining local authority areas and functions in England and Wales. The question arose as to which towns were entitled to be called cities, the chairman, the Earl of Onslow, wrote to the Home Office to seek clarification.

The Home Office replied with a memorandum that read: The title of a city, which is borne by certain boroughs is a purely titular distinction. It has no connexion with the status of the borough in respect of local government and confers no powers or privileges.

At the present time and for several centuries past the title has been obtained only by an express grant from the Sovereign affected by letters patent; but a certain number of cities possess the title by very ancient prescriptive right. There is no necessary connexion between the title of a city and the seat of a bishopric, and the creation of a new see neither constitutes the town concerned a city nor gives it any claim to the grant of letters patent creating it a city.

In 1928, Plymouth submitted an application for city status. As the borough was larger than Portsmouth, and had recently absorbed Devonport and East Stonehouse, the King agreed to the request. However, he indicated that he had *come to an end of city making*, Southampton's application in the following year was turned down.

The next city to be created was Lancaster as part of the celebrations of the coronation of King George VI and Queen Elizabeth. With a population of a little over 50,000, Lancaster was stated to be an exception due to the town's *long association with the crown* and because it was *the county town of the King's Duchy of Lancaster*.

Following the Second World War, members of Cambridge Borough Council made contact with Lancaster officials for assistance in their application. Cambridge became a city in 1951, again for *exceptional* reasons, as the only ancient seat of learning in the kingdom not a city or royal burgh and to coincide with the 750th anniversary of the borough's first charter of incorporation.



Croydon applied in 1951, but failed as it was felt not to have a sufficient identity apart from Greater London, and reports on the conduct of local government in the town were unfavourable. It was anticipated that the coronation of Elizabeth II in 1953 would lead to the creation of a city, and Wolverhampton, Preston and Southampton made approaches.

In the event, the only civic honour given was that of a lord mayoralty to Coventry.

Derby and Southwark made unsuccessful applications in 1955.

The planned reorganisations by the Local Government Commissions for England and Wales from 1958 effectively blocked new city grants. Southampton lodged a petition in 1958.

Initially refused in 1959, pending the decision of the Commission, it was eventually allowed in 1964. In the meantime, the administration of London was reformed under the London Government Act 1963. While the City of London was permitted to continue in existence largely unchanged, Westminster was merged with two neighbouring authorities to form a new London borough from 1965. In 1963, it was announced that a charter was to be granted incorporating the new authority as *Westminster*, and that the Queen had accepted the advice of the Home Secretary to raise the London borough to the title and dignity of city.

With the establishment of the Royal Commission on Local Government in England in 1966, city grants were again in abeyance in England. Attempts by Derby, Teesside and Wolverhampton to become cities were not proceeded with.

In Wales, Swansea campaigned for city status throughout the 1960s. The campaign came to a successful conclusion in 1969, in conjunction with the investiture of Charles, Prince of Wales. The Local Government Act 1972 abolished all existing local authorities outside London (other than parish councils) in England and Wales. This meant that the various local authorities that held city status ceased to exist on 1 April 1974.

To preserve city status, new letters patent were issued to the metropolitan borough, non-metropolitan district or successor parish councils created by the 1972 Act.

Because some of the new boroughs or districts covered areas much wider than the previous city, this had the effect that city status was awarded to a number of local government districts. They were not themselves towns and included a number of towns and villages outside the urban areas from which the districts took their names, for example the cities of Bradford, Leeds, Winchester. There were three exceptions: charter trustees were established for the Cities of Lichfield and New Sarum (Salisbury) which were neither districts nor parishes, and special letters patent preserved the City of Rochester as part of the new Borough of Medway.

In 1977, as part of the celebrations of the Silver Jubilee of Elizabeth II, the Home Office identified nine candidates for city status: Blackburn, Brighton, Croydon, Derby, Dudley, Newport, Sandwell, Sunderland and Wolverhampton. Ultimately, Derby received the award, as the largest non-metropolitan district not already designated a city.

In April 1980, a parish council was created for Lichfield, and the charter trustees established six years earlier were dissolved. City status was temporarily lost until new letters patent were issued in November of the same year.

In 1992, on the 40th anniversary of the monarch's accession, it was announced that another town would be elevated to a city. An innovation on this occasion was that a competition was to be held, and communities would be required to submit applications.

Sunderland was the successful applicant. This was followed in 1994 by the restoration of the dignity to St. David's, historic see of a bishop.

Since 2000, city status has been awarded to towns by competition on special occasions. Four successful applicants in England have become cities, as well as two in Wales; in 2000 for the Millennium Celebrations. The new cities were Brighton & Hove & Wolverhampton; in 2002 for the Queen's Golden Jubilee it was Preston and Newport, and in 2012 for the Queen's Diamond Jubilee it was Chelmsford and St Asaph.

Other than the cities of London and Westminster, no local authorities in the Greater London area have been granted city status.

The Home Office had a policy of resisting any attempt by metropolitan boroughs to become cities even when their populations, other proposed claims as qualifying criteria, might otherwise have made them eligible. It was felt that such a grant would undermine the status of the two existing cities in the capital.

The Metropolitan Borough of Southwark made a number of applications, but in 1955 the borough's town clerk was told not to pursue the matter any further.

Outside the boundaries of the county, the County Borough of Croydon made three applications, all of which were dismissed as it was not seen as being sufficiently separate from London. When the successor London Borough of Croydon applied in 1965 the Assistant under Secretary of State summarised the case against Croydon: "...whatever its past history, it is now just part of the London conurbation and almost indistinguishable from many of the other Greater London boroughs".

The same objections were made when the London Boroughs of Croydon & Southwark unsuccessfully entered the competition for city status to mark the millennium: Croydon was said to have *no particular identity of its own* while Southwark was *part of London with little individual identity*. When the most recent competition was held to mark the Golden Jubilee of 2002, Croydon made a sixth application, again unsuccessful. It was joined by the London Borough of Greenwich, which emphasised its royal and maritime connections, while claiming to be *to London what Versailles is to Paris*.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Add some information & make up a small report and give a talk in class.

Exercise 3. Read the information & pick up the essential details in the form of quick notes.

Exercise 4. Choose the keywords and phrases that best convey the gist of the information.





SCOTLAND

Scotland had no cities by royal charter or letters patent before 1889. The nearest equivalent in pre-Union Scotland was the royal burgh. The term *city* was not always consistently applied, and there were doubts over the number of officially designated cities.

The royal burghs of Edinburgh and Perth anciently used the title *civitas*, but the term *city* does not seem to have been used before the 15th century.

Unlike the situation in England, in Scotland there was no link between the presence of a cathedral and the title of *city*. Aberdeen, Glasgow and Edinburgh were accepted as cities by ancient usage by the 18th century, while Perth and Elgin also used the title.

In 1856, the burgh of Dunfermline resolved to use the title of *city* in all official documents in the future, based on long usage and its former status as a royal capital.

The status was never officially recognised.

In 1889, Dundee was granted city status by letters patent. The grant by formal document led to doubts about the use of the title *city* by other burghs.

In 1891, the city status of Aberdeen was confirmed when the burgh was enlarged by local Act of Parliament. The Royal Burgh of Inverness applied for promotion to a city as part of the Jubilee honours in 1897. The request was not granted, partly because it would draw attention to the lack of any charter granting the title to existing cities. Aberdeen, Dundee, Edinburgh and Glasgow were constituted *counties of cities* by the Local Government (Scotland) Act 1929. The Act made no statement on the title *city* for any other burgh.

In 1969, the Home Secretary, James Callaghan, stated that there were six cities in Scotland (without naming them) and Aberdeen, Dundee, Edinburgh, Elgin, Glasgow and Perth were the only burghs listed as cities in 1972. The Local Government (Scotland) Act 1973 completely reorganised Scotland's local administration in 1975.

All burghs were abolished, and a system of districts created. The four districts of Aberdeen, Edinburgh, Dundee and Glasgow had *City* included in their titles by the Act. The 1975 districts were replaced with the present council areas by the Local Government etc. (Scotland) Act 1994 in 1996, and the same four cities were designated. Since the 1996 reorganisation, three more Scottish cities have been designated: Inverness as part of the millennium celebrations, Stirling in 2002 to commemorate Queen Elizabeth II's Golden Jubilee & Perth in 2012 to mark the Queen's Diamond Jubilee. In the case of these three cities, there are no city councils and no formal boundaries. In January 2008, a petition to matriculate armorial bearings for the City of Inverness was refused by Lord Lyon King of Arms on the grounds that there is no corporate body or legal persona to whom arms can be granted.



NORTHERN IRELAND

City status in Ireland tended historically to be granted by royal charter. There are many towns in Ireland with Church of Ireland cathedrals that have never been called cities. In spite of this, Armagh was considered a city, by virtue of its being the seat of the Primate of All Ireland, until the abolition of Armagh's city corporation by the Municipal Corporations (Ireland) Act 1840. The only historic city with a charter in present-day Northern Ireland is Derry. Derry was given its first charter by James I in 1604, but the garrison was attacked and destroyed by Cahir O'Doherty in 1608. The present city is the result of a second charter granted in 1613 to members of the London guilds, as part of the Plantation of Ulster, providing for the building of a walled city, which was renamed Londonderry.

In 1887, the Golden Jubilee of Queen Victoria was celebrated, and the Borough of Belfast submitted a memorial to the Lord Lieutenant of Ireland seeking city status.

Belfast based its claim on its similarity to two English boroughs that had received the honour – the seaport of Liverpool and the textile centre of Manchester – and the fact that it had (at the time) a larger population than the City of Dublin.

Following some legal debate, city status was conferred in 1888. The grant of the honour on the grounds of being a large industrial town, rather than a diocesan centre, was unprecedented. Belfast's example was soon followed by Birmingham and Dundee in England & Scotland respectively. In 1994, Armagh's city status was restored.

In 2002, Lisburn and Newry were two of the five towns in the UK that were granted city status by Queen Elizabeth II to mark her Golden Jubilee. In the case of Lisburn, the status extends to the entire local government district. Newry, like Inverness and Stirling in Scotland, has no formal boundaries or city council. The letters patent were presented to representatives of Newry and Mourne District Council on behalf of the city.



Queen's university in Belfast. Dunluce Castle in County Antrim, Northern Ireland (UK)

Dublin is the capital city of the Ireland, there are over 1.5 mln residents and the pubs are good. This is all true, but they're hardly facts that are going to blow your socks off! Perhaps you are heading away on vacation to Dublin or maybe you would just like to get your facts straight. Let us impart to you some less known facts about Dublin.

Dublin is twinned to cities Barcelona in Catalonia, Spain, Liverpool in the United Kingdom and San Jose, in California.

LORD MAYORS

According to a Memorandum from the Home Office issued in 1927, if a town wishes to obtain the title of a city the proper method of procedure is to address a petition to the King through the Home Office. It is the duty of the Home Secretary to submit such petitions to his Majesty and to advise his Majesty to the reply to be returned.

It is a well-established principle that the grant of the title is only recommended in the case of towns of the first rank in population, size and importance, and having a distinctive character and identity of their own. At the present day, therefore, it is only rarely and in exceptional circumstances that the title is given. In fact, a town can now apply for city status by submitting an application to the Lord Chancellor, who makes recommendations to the sovereign.

Competitions for new grants of city status have been held to mark special events, such as coronations, royal jubilees or the Millennium.

Some cities in England, Wales and Northern Ireland have the further distinction of having a Lord Mayor rather than a simple Mayor – in Scotland, the equivalent is the Lord Provost. Lord Mayors have the right to be styled *The Right Worshipful The Lord Mayor*.

The Lord Mayors and Provosts of Belfast, Cardiff, Edinburgh, Glasgow, City of London and York have the further right to be styled *The Right Honourable the Lord Mayor* (Provost), although they are not members of the Privy Council as this style usually indicates.

The style is associated with the office, not the person holding it, so *The Right Worshipful Joseph Bloggsworthy* would be incorrect. There are currently 69 recognised cities (including 30 Lord Mayoralties or Lord Provostships) in the UK: 51 cities (23 Lord Mayoralties) in England, six cities (two Lord Mayoralties) in Wales, seven cities (four Lord Provostships) in Scotland and five cities (one Lord Mayoralty) in Northern Ireland.

In the Republic of Ireland, the ceremonial head of the city government of Dublin is the Lord Mayor of Dublin. This title was granted by Charles II in 1665 when Dublin was part of the Kingdom of Ireland. Whilst the 1665 letters patent provided for the Lord Mayor to hold the formal title of Right Honourable, this was repealed in 2001. There is a Lord Mayor of Cork, a title granted in 1900 when Cork was still part of the United Kingdom.

In 2012 a further competition was held, as part of the Diamond Jubilee celebrations, with Armagh receiving the distinction. Eleven other cities entered the contest, namely: Cambridge, Derby, Gloucester, Lancaster, Newport, Peterborough, Salford, Southampton, St. Albans, Sunderland, and Wakefield.

Since local government reorganisation in 1974 city status has been awarded to a number of local government districts which are not towns. Each includes a number of towns and villages outside the urban area from which the district takes its name.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Add some information & make up a small report and give a talk in class.

Exercise 3. Read the information & pick up the essential details in the form of quick notes.

CITY COUNCILS

The holding of city status gives a settlement no special rights other than that of calling itself a *city*. Nonetheless, this appellation carries its own prestige and, consequently, competitions for the status are hard fought. Historically, city status could only be granted to incorporated towns.

The grant was specifically awarded to the relevant local government area such as a civil parish or borough. However, recent grants have used a looser wording, where the status is awarded to the *town*. In most cases the *town* is held to be coterminous with the relevant local government area, such that the city status holder is the corporate body of the council.

In some cases, like the cities of Stirling and Inverness, there was no existing corporate body. Stirling Council's application for city status was specifically for the urban area of the (now former) Royal Burgh of Stirling and included proposed city boundaries. Thus, not all of the council area has city status, and there is no official city council.

Most cities, however, do have city councils, which have varying powers depending on the type of settlement. There are unitary authorities metropolitan & London boroughs), which are responsible for all local government services within their area.

The only London borough having city status is the City of Westminster.

Many cities have ordinary district councils, which share power with county councils.

Some English cities which are neither local government districts nor within local government districts with city status have city councils which are parish councils, with limited powers. Some cities that used to have a city council but have subsequently had it abolished may have charter trustees, drawn from the local district council, who appoint the mayor and look after the city's traditions.

The three winners were Brighton and Hove, Wolverhampton and Inverness, which were subsequently dubbed *Millennium Cities*. To mark the Diamond Jubilee of Elizabeth II, another competition was launched for towns to bid for city status, as well as for existing cities to bid for Lord Mayoralty or Provostship. 26 applications were received. City status is conferred by letters patent and not by a royal charter (except in Ireland).

There are twenty towns in England and Wales that were recognised as cities by *ancient prescriptive right*; none of these communities had been formally declared a city, but they had all used the title since *time immemorial*, that is, before 3 September 1189.

The holding of city status brings no special benefits other than the right to be called a city. All cities where a local government unit that holds that status is abolished have to be re-issued with letters patent reconfirming city status following local government reorganisation where that holder has been abolished.

The formal definition of a city has been disputed, in particular by inhabitants of towns that have been regarded as cities in the past but are not generally considered cities today. Additionally, although the Crown clearly has the right to bestow *official* city status, some have doubted the right of the Crown to define the word *city* in the United Kingdom. In informal usage, *city* can be used for large towns or conurbations that are not formally cities. The best-known example of this is London, which contains two cities (the City of London and the City of Westminster) but is not itself a city.

There are currently 69 officially designated cities in the UK, of which eleven have been created since 2000 in competitions to celebrate the new millennium and Queen Elizabeth II's Golden Jubilee in 2002 and Diamond Jubilee in 2012.

MARKET TOWN BEVERLEY

Beverley is a market town, civil parishes in England and the county town of the East Riding of Yorkshire, England, located between the River Hull and the Westwood.

The town is noted for Beverley Minster and architecturally significant religious buildings along New Walk and other areas, as well as the Beverley Racecourse and the market place; the town itself is around 1,300 years old. It is also home to the oldest Grammar school in the country, Beverley Grammar School. The town was originally known as *Inderawuda'* and was founded by Saint John of Beverley during the time of the Angles kingdom of Northumbria.

After a period of Viking control, it passed to the House of Wessex, a period during which it gained prominence in terms of religious importance in Great Britain. It continued to grow especially under the Normans when its trading industry was first established.

A place of pilgrimage throughout the Middle Ages due to its founder, Beverley eventually became a notable wool-trading town.

Beverley was once the tenth-largest town in England, as well as one of the richest, because of its wool, and the pilgrims who came to venerate its founding saint, John of Beverley. Nevertheless, after the English Reformation, the regional stature of Beverley was much reduced. For 22 years, Beverley was the administrative centre of the Districts of England of the Beverley (borough), and is now the County Town of the East Riding.

According to the United Kingdom Census 2001 the total population of the urban area of Beverley was 29,110 – of whom 17,549 live within the historic parish boundaries.

Beverley is known in the modern day for hosting various music festivals throughout the year, and also food festivals. In 2007, Beverley was named as the best place to live in the UK by the Royal Bank of Scotland.



STRETFORD



Stretford (pop. 37,500) is a town within the Trafford, in Greater Manchester, England. Lying on flat ground between the River Mersey and the Manchester Ship Canal, it is to the southwest of Manchester city centre. The Bridgewater Canal bisects the town. Historic counties of England a part of Lancashire, during much of the 19th century Stretford was an agricultural village known locally as Porkhampton, a reference to the large number of pigs produced for the nearby Manchester market. It was also an extensive market gardening area, producing over of vegetables each week for sale in Manchester by 1845.

The arrival of the Manchester Ship Canal in 1894 and the subsequent development of the Trafford Park in the north of the town accelerated the industrialisation which had begun in the late 19th century. By 2001, less than 1% of Stretford's population was employed in agriculture. Stretford has been the home of Manchester United F.C. since 1910 and of Lancashire County Cricket Club since 1864.



DERBY

Derby is a city in the East Midlands of England. In the 2001 census the population of the borough was 233,700, whilst that of the Derby Urban Area was 229,407. Measured by Urban Area, Derby is the 18th largest settlement in England.

The City has Roman, Saxon and Viking connections. The city recently celebrated its 2,000th year as a settlement. New research into the history and archaeology of Derby has provided evidence that the Vikings and Anglo-Saxons probably co-existed, occupying two areas of land surrounded by water. The Saxon Chronicles (c. 900) state that *Derby is divided by Water.*) During the Civil War of 1642-1646 the town was garrisoned by Parliamentary troops commanded by Sir John Gell, 1st Baronet, who was appointed Governor of Derby in 1643. These troops took part in the defence of Nottingham.

Bonnie Prince Charlie made camp at Derby on 4 December 1745, whilst on his way south to seize the English Crown. The Prince called at The George Inn on Irongate, where the Duke of Devonshire had set up his headquarters, and demanded billets for his 9000 troops. He had received misleading information about an army coming to meet him south of Derby. Although he wished to continue with his quest, he was overruled by his fellow officers.



Statue of Bonnie Prince Charlie on Cathedral Green

	Name	Abbr.	Capital	Area A (km ²)	Population C 1991-04-05	Population C 2001-04-29	Population C 2011-03-27
!	England	ENG	London	130,278	47,055,205	49,138,831	53,012,456
!	Northern Ireland	NIR	Belfast	13,562	1,577,836	1,685,267	1,810,863
!	Scotland	SCO	Edinburgh	77,925	4,998,567	5,062,011	5,295,403
!	Wales (Cymru)	WAL	Cardiff	20,735	2,835,073	2,903,085	3,063,456
	United Kingdom	GBR	London	242,500	56,466,680	58,789,194	63,182,178

BIRMINGHAM

A large population gives the citizens of a town the satisfaction of saying they live in a *big city*, but even having a small population can be a reason for being proud.

For example, St. David's with about 1400 residents is the smallest town with city status in the UK & hence claims the title of the *UK's smallest city*. The size of the population can also decide the ranking given to a city. The best example of this is the fact that both Birmingham and Manchester claim to be Britain's second city, but in population terms *Birmingham* has the stronger case by having over twice the population of its rival.

Another source of pride is when individuals making up the population go on to become nationally and internationally famous and brings prestige to their hometown.

Some are subsequently honoured by being given the freedom of their town or city for their achievements. Birmingham, Britain's second city, known as the city of a thousand trades, has long been recognised as one of the World's most important manufacturing and commercial centres. The first record of Birmingham is as a small roman station on Icknield Street.

It became an industrial town in early times and is known to have supplied thousands of sword blades to the Parliamentary forces during the Civil War in the 16th-century.

In spite of the grinding poverty associated with 19th-century industrial towns, the city developed and prospered. This new prosperity caused the creation of many fine new buildings. The Town Hall, built in 1834 is modelled on a classical roman temple.

The City's Council House of 1879 is of grand Victorian proportions.

The Anglican Cathedral of St.Philip, dates from the 18th-century and the Roman Catholic Cathedral of St.Chad, designed by Augustus Pugin, was built around 1840.

Much effort, has gone into the preservation of the City's great network of Canal's.

A network said to have more miles of waterways than Venice. These day's, gaily-coloured sailing and narrow boats cruise the waters, providing a stark contrast to the memory of Barges filled with coal that plied these canals in Victorian times.

The City has several Museums; the most noted is the City's Art Gallery which has a fine collection of pre-Raphaelite paintings. Birmingham Airport sees the arrival of visitors from the world over they come to this dynamic City for a variety of reasons for Birmingham continues to maintain its position as a World Class Business City. It offers the visitor a wide cultural scene, diverse and lively mix of shopping attractions, night life, major international events and exhibitions and easy access to some very fine countryside. Places to visit – Birmingham Botanical Gardens where every turn brings something new and delightful, the City's beautiful new Symphony Hall home to the C.B.S.O. and the nearby National Exhibition Centre. Birmingham's Royal Ballet, when at home, is always worth seeing and of course the City has two fine Football Clubs, Aston Villa and Birmingham City. Whatever you are seeking, you will find much to do in this vibrant, cosmopolitan City that has flourished throughout the centuries to become the thriving and exciting metropolis of today. James Watt, who lived in Birmingham (1775-1819) developed the steam engine. He invented the letter copying machine, which was the forerunner of the photocopier. The light bulb rating *Watt*, a standard throughout the world, is named after him. Place names in Birmingham include California, Hollywood and Broadway. J R R Tolkien, author of *the Hobbit* and *Lord of the Rings*, spent his childhood in the village of Sarehole, Birmingham. The tiny village is the model for the Shire, home of Bilbo Baggins in the book *The Hobbit*.

ENGLISH TOWNS

Edgbaston



Edgbaston is a district of wide leafy roads lined with elegant houses, lately these have become interspersed with more modern buildings, yet the suburb has somehow managed to retain much of its 19th and early 20th century charm.

Dudley



Dudley is a market town, it was granted its market charter in the 13th century, since then the lively outdoor market has been a focal point which has drawn regular visitors to the town.

Kingsbury



Kingsbury lies in a quiet corner of Warwickshire, it is most notable for its water-park which offers an oasis of calm for visitors escaping the hurried life of Birmingham and other nearby cities and large towns.

Berkswell



This must be one of England's loveliest villages, it is evocative of a life before urbanisation and modernity, it is that perfect idyll of much loved English country life where you can re-discover the peaceful tranquillity of yester-year.

Aston Hall



This magnificent Jacobean mansion is currently undergoing a 10 mln pound make-over to both the Hall, its range of buildings.

Soho House



Matthew Boulton was born in Snow Hill, Birmingham in 1728. His father was a Toy maker, and the young Matthew was eventually to.

Abbotsbury



Abbotsbury is a small picturesque and historic village in the county of Dorset.

Abingdon



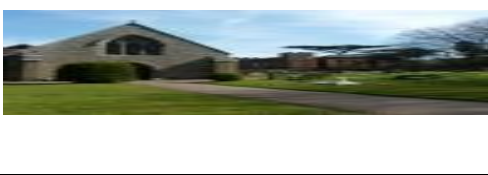
Interesting town, developed around the gates of an abbey founded in 675.

Acle



Acle, meaning *clearing in an oak forest* is a small but attractive market town situated near the River Bure, in the Norfolk Broads. It sits midway between the historic city.

Acton Burnell



Interestingly, Acton Burnell has connections with America that go back to the stirring days of the Declaration of Independence in 1776.

Alcester



Alcester developed as a market town in Roman times. It grew out of a settlement at the meeting point of two roads and two rivers, the Arrow and the Alne...

Aldeburgh gh, urg



Aldeburgh is a seaside retreat with boundless charm. The history of the resort quite possibly reaches back to Saxon times, certainly during the Middle Ages it was a prosperous port and later it became known as a fishing centre.

Alford



Deep in the Lincolnshire countryside, not far distant from the golden sandy beaches between Mablethorpe and Chapel St. Leonards is the pleasant market town of Alford.

Audenshaw



Audenshaw is a suburb of Greater Manchester. It is probably best known for its reservoirs and the busy waters of the Ashton canal, beside which visitors can see clusters of delightful canal-side properties.

PUBLIC TRANSPORT

British towns suffer from the same traffic congestion, noise and polluting fumes as all towns in the western world, but as yet only London, Newcastle, Glasgow and Liverpool have useful railways going underground through the central areas. Elsewhere there are plans but they have got little hope of making progress so long as public expenditure is restricted. In general the north has better public transport than the south, with cheap and frequent bus services using better roads with fewer cars to obstruct them.

Many British town buses have two decks, and the top deck is a good place from which to see the view. In the 1980s some competing services have been allowed, with varying success. In some places infrequent big buses have been replaced by more frequent smaller ones, which have led some travellers to go by bus instead of car.

The more this happens, the less the congestion, the greater the scope for a better bus service. In London the buses suffer from traffic congestion, and anyone who does not buy a special all-routes pass must pay separately for each bus ride, to the conductor if there is one, otherwise to the driver. In the 1980s the difficulty of travel by road in London has increased the passengers on the underground railways. Although two new lines have been built through the central area in the past thirty years there is often extreme overcrowding situations have been refurbished at great cost, but the trains are unreliable in their operation, often stopping in the tunnels, between the stations.

The main train services, called "inter-city", between London and the main towns to the north and west, were expected to cover their costs without subsidy by 2010.

These trains run at least every hour at standard fares. There is no need to reserve a seat, but there is some overcrowding. All the inter-city train routes have parallel intercity buses, which compete for passengers. However, the bus services between the inter-city railway stations and the surrounding small towns, which have no railway any more, are slow, infrequent and not coordinated with trains. The railways carry very little freight, and much of what they do carry consists of coal or oil moving from pitheads or ports to electric power stations. There is no subsidy for rail freight.

There are not many internal air services except between London and the big cities of the north and Scotland. Most international scheduled air services use London's main airport, Heathrow, which is served by an extension of the Piccadilly tube line. Heathrow's three old passenger terminals are grouped together, close to the tube station, but the new fourth terminal is far away, and served by a separate tube station.

London's second airport, Gatwick, is served by frequent main line trains of the British Rail system, on the Victoria to Brighton line. A third London airport at Stansted is now being expanded as air traffic grows beyond the capacity of Gatwick and Heathrow.

All these three airports, together with the main Scottish ones, were nationalized, along with British Airways, in the 1940s, and then sold to private shareholders in the 1980s. The plan to develop Stansted into a major airport goes back to 1961, but no work was done for 25 years.

In the meantime many millions of pounds were spent on inquiries about airport policy, and the published reports issued in this time make a pile too big to carry. Better options were neglected or rejected, some of them for dubious reasons.

Exercise 1. Read the passage and give the main idea of it briefly in English.

Exercise 2. Render the text London Transport briefly in English.

As in most capital cities, the quickest way in London is often by Underground.

There are more than 250 Underground stations in London and its suburbs. In the centre of London you are never likely to be more than a few minutes walk from one of them. Stations are indicated by an illuminated London Transport symbol.

Trains run frequently until about 00.15. The passengers get their tickets either from a ticket machine or the ticket office. The ticket takes you right to your destination, and you do not need to rebook it at interchanges. The passengers follow the signs for the line they want, and at all stations there are maps to help them. It is necessary to keep the ticket to the end of the journey and then give it up to the ticket collector.

Most of London's buses are the world-famous red double-deckers. The number and destination of the bus is shown on the front. Many bus stops show which bus numbers stop there, give details of these routes. If you are still not sure which bus to catch, other people in the queue will probably be able to help you. (People in London do queue up, British style, when waiting for the bus.) When you get on the bus, the conductor will tell you when to get off if you ask him.

For safety's sake, standing is never allowed on the platform or on the upper deck of a double deck buses. Double-deckers are convenient transport for sightseeing.

Even if the traffic is slow, you can see the landmarks of London – the busy streets of the West End and City, the famous Piccadilly and Oxford Street, Charing Cross Road and Trafalgar Square busy with city life and lined with some of the world's fine monuments and great public buildings. Public transport in London is expensive.

The fare depends on the length of the journey; you can not buy books of tickets in advance. Children under 16 pay half, and those under five travel free. You usually buy bus tickets from a conductor, but on some buses you pay the driver.

Exercise 3. Read the text on the tube and translate it in writing.

You can get to most places in London very quickly if you take underground, or *Tube*, as it is called. However, don't travel between 7.30 and 9.30 in the morning, or 4.30 and 6.30 in the evening. These are the *rush hours*. If you do travel then, you will meet quite a lot of the 2.300 million people who travel by Tube every year! You have decided where you want to go – so you buy a ticket from the ticket office at the underground station, or from an automatic machine. Some stations have automatic gates where you go in with your ticket. Keep your ticket until the end of your journey; that's when the ticket collector (or machine) takes it from you. There are eight lines on London Underground. On an underground map all, the lines are different colour.

Exercise 4. Translate the sentences with the keyword «square».

1. He squared up to the task. 2. He is a square shooter. 3. He is a squarehead. 4. She is square-toes. 5. They met squarely. 6. I do not understand this new-fangled policy – this squaring of measures to please the opposition. 7. They gave a square report. 8. Do you know what Square Mile means? 9. This is square one of our story. 10. His ideas were always square. 11. This is a square deal. 12. He likes to have a square meal. 13. There is the square of modern law. 14. There are only square blocks of flats in our modern cities. 15. He did it on the square. 16. The man has got square shoulders. 17. He is always square in all his dealings.

Exercise 5. Read the text on London buses and write out all words and phrases according to topic and translate them. Then make up sentences of your own.

If you like looking at places and people, travel by bus. Buses don't go very fast in the centre of London, because there is always so much traffic, but that doesn't matter if you are on holiday. Normal London buses are red and double-deckers. They have a driver and a conductor. There are two sorts of bus stop: compulsory and request.

A compulsory bus-stop sign means that all the buses stop here. A request bus-stop sign means that a bus only stops here if someone wants to get on or off. The request stop sign is red. If you want to catch a bus at a request stop, put your hand out.

To find out where a bus is going, look at the sign on the front, the side, or the back of the bus, are shown here. You will find a full list of the places on the bus route on a notice at the bus stop. When you've got on the bus, the conductor says: "Fares, please!" You say where you want to go; he tells you how much to pay; you pay him and he gives you a ticket. There are other stops of buses in London, too. The red single-decker buses are called Red Arrows. They have a driver but no conductor. You pay the same price for a short journey as for a long one. The green buses are called the Green Line. These buses cross London, but they don't stop very often. They are mainly for people who live a little way out of London and who travel in and out.

Exercise 6. Answer the questions.

1. What's the quickest way to get to most places of London? 2. What is London Underground called? 3. At what time of the day is it best not to travel by the underground? 4. What are these hours called? 5. Where do you buy your tickets? 6. Why must you keep your ticket till the end of your journey? 7. How many lines are there on London Underground? 8. How many lines are there on Kiev Underground? 9. How are the red single-decker buses called? 10. They have a driver but no conductor, haven't they? 11. What do a compulsory bus-stop sign mean?

Exercise 7. Choose a necessary preposition.

- ♣ I'm going ___ a trip to New York. (on, by, with)
- ♣ I prefer to go ___ sea. (in, by, with)
- ♣ I like travelling ___ a boat (on, with, for)
- ♣ My brother isn't going ___ me. (on, by, with)
- ♣ He likes to go ___ air. (in, by, for)
- ♣ He prefers travelling ___ a plane. (by, for, on)
- ♣ My sister is riding ___ an automobile. (by, in, for)
- ♣ She enjoys riding ___ an automobile. (by, in, for)
- ♣ My friends plan to travel ___ the train. (for, in, by)
- ♣ After we arrive, we will go around the city ___ bus. (for, by, to)
- ♣ We enjoy going ___ sight-seeing rides. (for, to, by)
- ♣ We like short rides ___ a bus. (on, by, for)
- ♣ We are planning to go ___ many leisurely walks. (for, by, in)
- ♣ We can see more of the city if we often go ___ foot. (on, for, in)
- ♣ I like travelling ___ a plane (by, on, for).

Exercise 8. Translate the sentences in the previous exercise.

Exercise 9. Comment the given details about towns.

Exercise 10. Translate the dialogues into your native language.

- Peter: Let's face it. We're lost.
 - Nick: All we have to do is ask.
 - Peter: Who do you ask in a strange city?
 - Nick: You ask a policeman. Where can you find one?
 - Nick: Standing right behind you. Excuse me, officer, can you tell us how to get to the post office?
 - Policeman: Go straight ahead for three blocks, turn right, walk...
 - Peter: No so fast, please, officer. We're new here.
 - Policeman: Sorry. Walk to the first traffic light, and then turn left. You can't miss it.
-

- Excuse me, can you tell me where the post office is?
 - It's downtown. Take a number 71 A bus from this corner and get off at 17th Street. Walk up the hill and you'll see it. You can't miss it.
-

- I don't recognize anything on this road. Are you sure you know where you're going?
- I don't know. Till now I was sure, but I'm beginning to wonder.
- I think we took the wrong road at the last big intersection. What do you think?
- When I'm driving anything's possible. I don't think I've ever been this part of town.
- Let's go back to the big intersection and turn the other way.
- O. K. Maybe we'll find a policeman and we'll ask him for the directions.

Exercise 11. Learn the dialogues by heart and carry them on in class and render the contents of the dialogues in Indirect Speech in English.

Exercise 12. Read the text on the transport in the 1990s and summarize the contents.

It is known that Great Britain is a member of European Community and contributes much to its development. The transport sector makes a vital contribution to the European Community's frontier – free single market. Without efficient transport networks, two of the European Community's basic principles – the free movement of goods and people – would not function.

In preparation for the single market, the Community has adopted a series of laws liberalizing the main modes of transport: road, rail, air, sea and inland waterway.








More progress has been made in creating an integrated EC transport policy in the past five years than in the previous 30. Community legislation now exists for all modes of transport, creating new open-market conditions.

The benefits for Community companies and citizens have been immediate.

The Community supports major projects like the EC's high-speed train system, the Channel tunnel, the modernization of Europe's air-traffic control. However, more remains to be done both in terms of abolishing residual national restrictions and of integrating national networks across Europe. These need to be re-drawn and up-graded to single trans-European networks.

Other priorities for action concern congestion, safety and environmental problems, the unequal utilization of different modes of transport and transport links to the EC's neighbours in the EFTA countries as well as in Central and Eastern Europe. In response to these challenges, the European Commission has defined a global approach to achieve what it calls *sustainable mobility*.

ENGLISH TOWNS

	<p><i>Alfriston, East Sussex</i></p> <p>Alfriston occupies a favoured position in the beautiful Cuckmere Gap and serves as a tourist village to which hoards of visitors flock to enjoy the many well preserved fine old buildings to be seen, one of the most important being the local church</p>
	<p><i>Allendale Town, Northumberland</i></p> <p>This picturesque Northumberland village enjoys a lovely location in the fine hill and dale countryside of the beautiful East Allen Valley.</p>
	<p><i>Allithwaite, Cumbria</i></p> <p>Allithwaite is a small village situated a couple of miles inland from the favoured resort of Grange-over-Sands. It is also within easy reach of Cartmel with its racecourse and old priory.</p>
	<p><i>Almondbury, West Yorkshire</i></p> <p>Almondbury is one of the oldest and prettiest of the villages dominating the edge of the Pennine moors.</p>
	<p><i>Alnmouth, Northumberland</i></p> <p>Alnmouth lies on a coastline famed for its outstanding natural beauty, thus one of its greatest pleasures is found in wandering the coastal paths enjoying uninterrupted sea and coastal views.</p>
	<p><i>Alresford, Hampshire</i></p> <p>Alresford is a market town in Hampshire, just north-east of the City of Winchester and south-west of the town of Alton, which it is linked to by the Mid Hants Watercress Railway.</p>
	<p><i>Alston, Cumbria</i></p> <p>At a height of over 1,000 feet in the far reaches of the Pennines, this is one of England's highest market towns. Alston is a lively bustling place of steeply rising narrow.</p>

Exercise 1. Add some information about English towns and make a report in class.

Exercise 2. Analyze the information, which is in the highlight, and use it in practice.

Exercise 3. Choose the keywords that best convey the gist of the information.

Exercise 4. Translate the single-root words.

Nation – national – nationals – nationalistic – nationality – nationally – nationalize – nationhood – nationwide.

Exercise 5. Read the text *The Road to ruin* and fill in each gap with one of the words.

Choice, stuck, century, crashes, huge, person, way, timetable, too, race.

The M25, the motorway around London, was opened in 1986. Today people call it the biggest car park in Europe. Every morning on the radio we hear about jams, and road repairs, and (...), and which parts of the M25 to avoid. One day soon we will hear "There is a traffic jam all the (...) round the M25 in both directions. If you are driving to work, we advise you to go back home."

Winston Churchill described the car as the curse of the 20th (...). This will probably be true of the next century, (...). It can be very funny to compare advertisements for cars with the reality of driving them. Cars are symbols of freedom, wealth, and masculinity. But when you are (...) in a traffic jam, all cars are just little metal boxes to sit in.

Cities and towns all over the world have a (...) problem, and no government really knows what to do. For once it is not a matter of technology, which is stopping us. If we want to build two-level roads, we can do it. If we want trains, which can travel at hundreds of miles an hour, we can build them. The problem is question of principle.

Should we look to road or rail for our transport needs? Should the Government, or private companies, control them? Either way, who should pay? The people who believe in roads say that cars represent a personal (...) to travel when and where you want to.

However, on trains and buses — public transport — you have to travel when the (...) says you can. These people think that if you build more roads, the traffic will move more quickly, but research shows that if there are more roads, there will be more cars to fill them.

By 2020, the number of cars on our roads will double. Environmentalists are saying that we should put more money into public transport. Cars often carry just one (...). If the public transport system works, more people will use it. If trains carry more people, the roads won't be so crowded, and cars pollute the air more than trains. One characteristic of the people of the 20th century is that we are a (...) on the move. But it is just possible that soon we won't be able to move another inch, and we'll have to stay exactly where we are!

Exercise 6. Read the passage *Rather late* and explain the title.

It was a dark night. A man was riding a bicycle without any light. He had lost his way and wanted to make inquiries, but there was no one whom he could ask to direct him. He came to a crossroad and was entirely at a loss, as he did not know which turn to take. Suddenly he noticed a pole with something white at the top of it, which looked like an inscription. Sure, that it was a signpost; he decided to climb to the top of it to read the inscription. He felt in his pocket for matches and found that there was only one match in his matchbox. Climbing to the top of the pole he lit that match carefully and read *Fresh paint*.

Exercise 7. Read the passage *Full particulars seem needed* and give the main idea of it.

A mother and her little boy got on a tram and sat in the front seats. They had been riding for some time when the conductor, who was collecting the fares, eyed the little boy suspiciously. He had to be on the lookout for people who in order to obtain free rides for their children pretended that they were younger than they really were.

"And how old is your little boy, Madam, please?" "Three and a half", said the mother truthfully. "Right, Madam", said the conductor satisfied. The little boy looked at the conductor and it seemed to him that fuller information was required. "And my mother is thirty-one years old, and we are getting off at the next stop to meet our father", he added politely.

Audlem



A walk around the village reveals pleasant black and white timber framed properties, delightful cottages, and buildings of the Victorian era when the canal system and railways came to the area.

Avebury



The village of Avebury is world famous for its spectacular stone circle, which some consider more spectacular than Stonehenge. The pretty village also has a 15th century church.

Axminster



Famous for its carpets likened to Turkish, Axminster was one of the first West Saxon settlements formed along the River Axe in Devon.

Exercise 1. Read the text *The National Passion* and render its contents.









Queuing is the national passion of an otherwise dispassionate race. The English are rather shy about it, and deny that they adore it. On the Continent, if people are waiting at a bus stop they loiter around in a seemingly vague fashion. When the bus arrives they make a dash for it; most of them leave by the bus and a lucky minority is taken away by an elegant black ambulance car. An Englishman, even if he is alone, forms an orderly queue of one. The biggest and most attractive advertisements in front of cinemas tell people: Queue here for $\frac{4}{6}$; Queue here for $\frac{9}{3}$; Queue here for $\frac{16}{8}$ (inclusive of tax). Those cinemas, which do not put these queuing signs, do not do good business at all. At week-ends an Englishman queues up at the bus stop, travels out to Richmond, queues up for a boat, then queues up for tea, then queues up for ice cream, then joins a few more odd queues just for the sake of the fun of it, then queues up at the bus stop and has the time of his life. Many English families spend lovely evenings at home just by queuing up for a few hours, and the parents are very sad when the children leave them and queue up for going to bed.









Exercise 2. Insert a necessary word.










1. ___ may be faster, but I prefer going by train.
2. I always wanted to ___ abroad.
3. Last summer I ___ to go to Europe.
4. It was difficult to decide what to ___ in my suitcases.
5. I ___ a bus to my hotel.
6. The bus ___ in just at dinner time.
7. I ___ my hotel room ready for me.
8. I ___ through all the Mediterranean countries that summer without being ___.
9. I am afraid of being ___.
10. I like to travel ___ the world

decided, travelled, flying, put, came, took, travel, injured, found, knocked down, around.

ENGLISH TOWNS

	<p><i>Ashby de la Zouch, Leicestershire</i></p> <p>This town takes its name from the La Souche family, lords of the manor from about 1160. The Norman prefix distinguishes Ashby from other towns of similar name.</p>
	<p><i>Ashford in the Water, Derbyshire</i></p> <p>The village was a centre for candle making, noted for lead mining and made famous by the discovery of Ashford marble which was first quarried by Henry Watson in 1748.</p>
	<p><i>Ashleworth, Gloucestershire</i></p> <p>This is a lovely pastoral village set beside the west bank of the River Severn, in the middle of a typical rural Gloucestershire landscape.</p>
	<p><i>Ashwell, Hertfordshire</i></p> <p>Ashwell embodies some of the finest domestic architecture in England, here in this well preserved village, at a glance you get a pleasurable insight as to what England was like in the 16th and 17th-centuries.</p>
	<p><i>Askrigg, North Yorkshire</i></p> <p>In 1587, Queen Elizabeth II granted a charter to this lively little village and in the 20th-century Askrigg claimed its place in history as the setting for the T.V. series based on the James Herriot stories of a vet's life in the Yorkshire Dales.</p>
	<p><i>Aston Ingham, Herefordshire</i></p> <p>This is a serene pastoral village set in the rolling agricultural landscape of the valley of the River Wye.</p>
	<p><i>Athelhampton, Dorset</i></p> <p>Athelhampton lies close to the little River Piddle which almost entirely encircles Athelhampton House which was built in the 15th-century by Sir William Martyn who was granted the lands and a license to build upon them by King Henry VII in the year 1483.</p>
	<p><i>Axmouth, Devon</i></p> <p>This quiet resort of colourwashed cottages sitting at the edge of the River Axe was once an important south Devon port.</p>

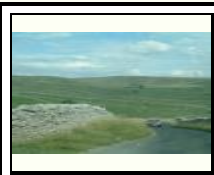
	<p><i>Aylesbury, Buckinghamshire</i></p> <p>Aylesbury is the county town of Buckinghamshire, taking over the mantle from the town of Buckingham during the 16th century. Aylesbury is a very busy vibrant town, situated at.</p>
	<p><i>Aylesham, Kent</i></p> <p>The village preserves its history, it has several noted buildings from when it was built and a strong community spirit still prevails. Of interest is the beautiful sculpture dedicated to the men who lived in Aylesham and spent their lives working in the mines.</p>
	<p><i>Aynho, Northamptonshire</i></p> <p>There is a pale beauty about Aynho that is enhanced only by the pale golden fruit that flourishes in these parts and caused this lovely place to become known as 'The Apricot Village'.</p>
	<p><i>Aysgarth, North Yorkshire</i></p> <p>The ground rises sharply as you head towards this high upland village which is dominated by what are renowned as the prettiest falls in Yorkshire. It is also famous for the landscapes.</p>
	<p><i>Altrincham, Greater Manchester</i></p> <p>First developed as a quiet hamlet on the edge of the sweeping Cheshire Plain, where life went quietly on.</p>
	<p><i>Alvingham, Lincolnshire</i></p> <p>This charming village is set alongside the old Louth Navigation Canal. It is noted for having the only church in England dedicated to Saxon St. Adlewold.</p>
	<p><i>Alwinton, Northumberland</i></p> <p>Alwinton occupies a lovely position in a hollow of the Cheviot Hills where the waters of the Alwin and the Coquet Rivers meet.</p>
	<p><i>Amberley, West Sussex</i></p> <p>Amberley is a pretty little village on the edge of the South Downs, near to the Cathedral town of Arundel.</p>

	<p><i>Ambleside, Cumbria</i></p> <p>Ambleside, meaning "Shieling" or summer pasture by the riverbank, lies next to the northern shore of Lake Windermere. A busy victorian town ideal as a base when visiting the Lake District.</p>
	<p><i>Amersham, Buckinghamshire</i></p> <p>Amersham is one of those towns where with one cast of the eye, you immediately know that this is a place with a long history for around the broad High Street is a mixture of fine.</p>
	<p><i>Amesbury, Wiltshire</i></p> <p>Amesbury is a town near to stonehenge and is one of Wiltshire's most attractive little towns.</p>
	<p><i>Amphill, Bedfordshire</i></p> <p>The lovely town of Amphill lies sheltered by hills in the sandstone belt of Bedfordshire.</p>
	<p><i>Anderby Creek, Lincolnshire</i></p> <p>One of the joys of Anderby is its fine stretch of golden sand making it ideal for bathing and for youngsters wishing to try their hand at building sandcastles.</p>
	<p><i>Anstey, Leicestershire</i></p> <p>One of the most attractive features of Anstey is the famous 14th century five arched pack-horse bridge crossing the River Wreake.</p>
	<p><i>Appleby-in-Westmorland, Cumbria</i></p> <p>Appleby, is situated in the valley of the River Eden near to Hoff Beck, stunningly beautiful, it is an ideal centre for both walking and touring.</p>
	<p><i>Appledore, Devon</i></p> <p>Appledore is as enchanting as its name. It is a pretty place that shows a host of colourful fishermens cottages in the narrow streets beyond the quay.</p>
	<p><i>Appledore, Kent</i></p> <p>This picturesque village with its wealth of attractive architectural properties sits quietly on the edge of Romney Marsh.</p>



Armscote, Warwickshire

Please submit your pictures of this wonderful Cotswold village for others to enjoy.



Arncliffe, North Yorkshire

Arncliffe is the largest of Littondales four villages and is situated on the lovely River Skirfare.



Arnold, Nottinghamshire

This is an attractive part of Nottingham, at its heart is the splendid church dedicated to St. Mary, a place of worship for over one thousand years.



Arnside, Cumbria

This pretty village has all the ingredients of an old style fishing village with a delightful mix-match of charming properties rising up from a beach of firm golden sand littered with colourful sailing boats.



Ashbury, Oxfordshire

The village of Ashbury is located in a lovely scenic area where the borders of south Oxfordshire meet with Wiltshire.



DIALOGUE «FINDING THE WAY»

Two friends, Bob and Pete meet in a London street. Bob has been living in London for a considerable time, while Pete arrived only a fortnight ago.

- Hello Pete! Fancy meeting you here! Well, of all the surprises this is the most surprising. I hadn't the least idea that I'd see you in London.
- Oh! How are you, Bob? So glad to have met you. I've been here already a fortnight, but I never thought I'd come across you, old man.
- I'm so happy to see you, Pete, it's very pleasant, especially when one has been away from home for such a long time as I have. To see you reminds me of home and everything that is dear to me.
- I believe we have lots to tell each other.
- Certainly we have, but the street is not the right place for a friendly talk. Come round to my place the day after tomorrow, we'll have a cup of tea and a nice talk.
- With great pleasure. Give me your address, please, and tell me how to find your place.
- Here is my card, you see my address is: 85 Edith Road, Hammersmith London, W. 14. Where will you start for my place from?
- I think I'll probably go from Prince's Gardens. You see, I live there at the Weeks Hall – that's the new Residence Hall of the Imperial College.
- Well, that's not very far from my place.
- How long will it take me to get there on foot?
- Half an hour or three quarters at the most, I think. My place is near Olympia, only two or three minutes' walk from there.
- I see, but what is Olympia? Is it a stadium?
- Oh, no. It's the place where different national and international exhibitions are held.
- Well, I believe I know where it is. It's where Kensington High Street makes a junction with Hammersmith Road, isn't it?
- Exactly. You are quite right. Therefore, you have to go down the street, then turn into Exhibition Road, which will be on your right, and there you can take any bus coming down along Kensington Road.
- Where is the bus stop?
- You will easily find the bus stop; it is on the right-hand corner.
- Where must I get off?
- Get off the next stop after *Olympia*. Go down the street and take the third turning to the left. That will be Edith Road and you'll find number 85 on the left-hand side.
- Thank you very much. Now I am sure I'll find Edith Road without any difficulty.
- I hope so too. Be sure to come, we'll have a nice talk and some tea.
- Thank you very much for your invitation. It's very kind of you to have invited me.
- I'll expect you at about 6 p.m. Good-bye.

The day of my visit came. At five o'clock I started for my friend's place. But suddenly I lost my way. I spent half an hour looking for the place before I decided to ask an elderly man to help me.

- Excuse me, sir, will you kindly direct me to number 85 Edith Road.
- Oh, let me see, it's somewhere near here. Well, go back a little and take the second turning to the right after the bridge.
- Thank you very much.
- Not at all. Glad to be able to help you.



Exercise 1. Describe the pictures of towns above.

DIALOGUE « TRAFFIC JAMS »

The Smiths, John & Ann, are at home.

Would you like to spend an evening out, dear?

It sounds interesting. Have you got any idea where to go?

Surely. I've just had a talk with George Brown on the video-telephone. He has invited us to a cocktail party.

A cocktail party? It's delightful! It's ages since I've been to a party.

I'm glad you like the idea.

Will the party be at the Browns' place?

No, at the "Silver Cup" cafe.

How shall we get there? Shall we take a taxi?

Naturally. The cafe is a long way off. Something about two miles from here.

Quite a distance, isn't it? Of course we should take a taxi. It'll take us three or four hours to get there by taxi, won't it?

Just it. With hundreds of thousands of cars in New York moving at the same time it may be quite a long trip.

The more cars the less speed. What time is it?

It's four o'clock.

I think we ought to start if we want to be at the *Silver Cup* at eight. Get dressed for the party, darling, and I'll get some food for the trip.

(Outside their house. John has a big box and a package in his hands.)

Yes, sir.

We're going to the *Silver Cup* cafe.

Very well, sir.

Where shall I put this package?

You may put it under the front seat. What's in there?

Bread. Some loaves of bread.

A good thing, sir. First thing if you ride in a taxi. Take my word for it.

Where shall I put this box?

You can put it here. What is it? Fruit salad, eh? Pepsi cola?

Yes, something to live on if anything happens.

Will ten cans of fruit salad do for our ride?

Hard to say. Let's hope for the best though.

By the way, have we anything to open the cans with?

Don't you worry, madam. All the taxis now are provided with a set of knives, forks, spoons, can-openers and such like things. Is everything ready? We must start off while the sun is still shining.

We ought to learn about the weather report before we start, oughtn't we? It's important, isn't it?

Absolutely necessary.

Just a moment. *(A woman's voice: "Weather report for today. Sunny, dry, hot, no wind.")*

Fine weather, isn't it? However, I'm afraid we'll get thirsty soon. It's so hot out.

Never mind. We have plenty of drinks.

Off we go!

What a good start! How quickly we're moving! What's the speed of the car?

It's six miles an hour.
Six miles an hour? Wonderful! That's what I call a really high speed! We've gone three blocks already!
Why have we stopped?
All the cars around us have stopped too. See the red light?
Is it for long?
God knows, I don't. The green light may appear either in two minutes or in two hours.
It's so hot in here. I'm thirsty.
So am I. Take these bottles of Pepsi.
Be careful, please. You shouldn't drink all the water. We have a long way to go.
Green light! Green light! You are a lucky dog, driver!
Is there any food left?
Two loaves of bread and three cans of fruit salad. But only one bottle of Pepsi.
I want to drink. I'm thirsty. Thanks.
There's no more Pepsi. (*To the driver*) Watch out if there is any traffic moving in either direction.
It seems to me I see the green light!
You do, don't you?
No, sir. I'm sorry. It was a mistake. I suppose my eyes are getting tired.
Where are we now?
We should be in the centre of Time Square.
That's a very dangerous place. Almost hopeless.
Oh, this place has an awful reputation. A lot of people died here waiting for the green light!
Take it easy, darling. Take it easy. Those were old people. And we're still young and strong.
Will you have some fruit salad?
I'd rather drink some water.
No, Ann, you can't.
I can't? Why?
There's no more water left.
Oh, I want a glass of water. Look here! Our car has stopped not far from the Hudson River can't we get out of here, run to the river, get some water and bring it here?
To drink the river water? How could this horrible idea come to your mind? Drinking this water means dying on the spot!
Sir, do you happen to see the green light over there?
Over there? No, I can't see it.
My eyes are failing me again. Oh, there is the green light, there, and there and everywhere – green, green!
It's a mirage. It happens sometimes on a hot summer evening. Be a man! Calm down!
A green light ahead! I'll get to it, I'll get to it by all means!
Calm down, please. Ann! Fruit salad! Quick! Take a spoon of it. Open your mouth, man.
There's a good boy.
A green star!
Where? Oh, that's not a green star. That's the green traffic light. Come on, boy! Come on!
I will, sir... I will...
Why have we stopped again?

I see red again.
 How far are we from the cafe?
 It's only half a mile... I'm afraid the situation is hopeless. No food, no water.
 This time it looks as though we shall never move. There is only one way out.
 Which one?
 The radio. Is there a radio in your taxi, man?
 Yes, sir.
 Get on the radio and try to contact your office. Tell them what is happening here and give them our position.
 Hello! Hello! Taxi 23-45-67. I'm 23-45-67. SOS. SOS. Our position is New York, Fifth Avenue, close to house 1253. SOS. No answer, sir. They don't hear us.
 Keep trying, keep trying! May be they can hear us and we can't hear them!
 Where are you?
 This is Sidney, Australia. I've picked up your distress signal. I'll try to contact Washington and ask them to send a helicopter to save you.
 Thank you, sir. We're saved!
 Oh, I hear some noise! It's getting closer and closer! A helicopter! It's here! Ladies should be saved first! Driver, it's your turn now.
 No, sir. Thanks a lot. The captain should not leave the ship.
 Yes, I understand. Shall we ever meet again?
 Let's hope for the best, sir. Have a good time at the cocktail party. Good-bye!
 Good-bye!

Exercise 1. Learn the dialogue by heart and carry it on in class and render the contents of the dialogue in Indirect Speech in English.

Exercise 2. Read the text *Why I was late* and give the main idea of it.

It was raining heavily as I was walking towards the Metro station. There were very few people in the street. The road was slippery. Just as I was crossing the road near the Metro station, a car came round the corner. It was travelling very fast, at the speed of 80-90 km. It was clear the driver was having difficulty in controlling it. Suddenly it hit a lamppost and turned over. At once I ran to the car. No doubt the driver needed help. I tried to help the driver. However, I could do very little. The man's eyes were closed; there was a lot of blood on his face. Then I saw a young woman. She hurried into the station. She phoned for an ambulance while I was taking care of the driver. A lot of people gathered round the car. The police arrived a few minutes later and asked me a lot of questions.

Exercise 3. Complete the sentences, using the words in the brackets correctly.

Our cities are (die) physically. In most city centres some of the (old) and (fine) buildings are (crumble); literally (fall) to pieces. On the one hand, the foundations are (be) shaken by all the heavy traffic and, on the other hand, the bricks and mortar are (be) eaten away by the fumes from the traffic. It's a slow process but it's going on even though you can't see it. Far more serious things are (happen). The buildings can always be replaced but what about the air? You can (hard) breathe it any more in our cities. And think of the noise. Nowadays most city centres are (simple) too noisy to live in. We've got to live with the motor car but we've got (become) its master and not its slave.

Exercise 4. Read the passage 2,000 years of history in an hour and digest its contents.

London's first dark ride museum tells the 2,000 years history of the City of London, and its port. The Tower Hill Pageant is right next to the Tower of London. Now that ships are rarely seen on the Thames, it is easy to forget that the river has been the key to London's fortunes since Roman times. Life-like scenes depict the London waterfront over the centuries, as Pageant visitors ride from the early Roman settlement to the Modern City.

See smell and hear the past! Descend in a scenic lift to board a computer controller time-car and travel through 26 life-like scenes depicting London's history. See the Romans... visit the early settlements of Londinium... watch the Viking attacking... smell the horrible plague and relive the Great Fire of 1666. Each car has a full commentary and a time clock indicating the periods, through which you are passing. See some of the Museum of London's most fascinating waterfront discoveries. Find out how they have helped us interpret London's past. The Pageant's museum displays archaeological finds dating back to the Roman, Saxon and Medieval periods – many on display for the first time.

Exercise 5. When travelling don't leave your things behind! Read the story and answer the questions.

Are you losing things? Do you look for your glasses when they are on your head – or ask for your key when it is in your hand? Or do you visit a friend one day, go again the next day and find your cigarettes and lighter there? Maybe you don't think that this describes you at all – but thousands of people everywhere forget their things in different places every day. (In Britain if you leave a hat or a bag in a park or a street, then perhaps, you will find it at the local police station, if you are lucky, or someone will put it on the wall for you, hoping you will see it when you pass again.) Perhaps we enjoy losing things.

The time when most people lose things is on journeys. Every day people leave things on buses, planes, and trains. This makes a lot of extra work for the public transport workers.

In London they have a large Lost Property Office and there is always a long queue of people waiting there. But many people never think of going to this office. (Maybe they also lost their way or they forgot what they were coming for.)

The result is: the office becomes full of thousands of gloves, briefcases, football boots & even stranger things. They also get about forty thousand umbrellas a year!

Schoolchildren are often the worst offenders. Many of them lose school hats and books on the way to and from school. However, they do this regularly and so you wonder – perhaps they are happier without them!

1. What happens to your bag or hat if you leave them in a park in Britain? 2. Where do people leave things all the time? 3. What is the Lost Property Office? 4. Why do some people never think of going to the Lost Property Office? 5. What is the result? 6. What things do schoolchildren lose? 7. Why do they do it? 8. Do you lose things? What are the things you lose most often? 9. Have you ever visit the Lost Property Office in your town? 10. Can you describe it? 11. Who are the worst offenders? 12. How many things do people lose a year in our country? 13. Who are the worst offenders in your town?

Exercise 6. Translate the story into your native language.

Exercise 7. Add some information & make up a small report and give a talk in class.

Exercise 8. Read the information & pick up the essential details in the form of quick notes.



LONDON

London has been a capital for nearly a thousand years, and many of its ancient buildings still stand. The most famous of these are the Tower of London (where the Crown Jewels are kept), Westminster Abbey and St. Paul's Cathedral, but most visitors also want to see the Houses of Parliament, Buckingham Palace and the many magnificent museums.

Once London was a small Roman town on the north bank of the Thames, but slowly it grew into one of the world's major cities with more than seven million people. Fewer people live in the centre now, but the suburbs are still growing.

Places now in the heart of London, like Westminster, once stood in the middle of green fields. Many small villages, like Hampstead, Chelsea and Mayfair, became part of London, but they still keep some of their old atmosphere. Different areas of London seem like different cities. The West End is a rich man's world of shops, offices and theatres.

The old port area is now called "*Docklands*". The great ships have gone, and the area is changing very fast. There are huge new office buildings, new flats and houses.

Other parts of London are changing too. Some of the poorer areas have become fashionable, and people with more money are moving into them.

A hundred years ago, the river was crowded with ships, leaving for Java and Japan, New Zealand and New York, but now people travel by air, and London's main airport, Heathrow, is one of the busiest in the world. Like all big cities, London has streets and concrete buildings, but it also has many big parks, full of trees, flowers and grass. Sit on the grass (you're allowed to!) in the middle of Hyde Park or Kensington Gardens and you will think that you are in the country, miles away. Many people live outside the centre of London in the suburbs, and they travel to work in the shops and offices by train, bus or underground. The trains are full – and expensive – and the roads are crowded with cars, but every day a million people make the journey.

Some people come from far out of London, even from the coast, and spend up to four hours travelling every day. Most people work from 9 to 5 p.m. From 8 until 10 every morning, and from 4.30 to 6.30 every evening, the trains are crowded with people, and after the morning *rush hour* the shoppers come.

By day, the whole London is busy. At night, the offices are quiet and empty, but the West End stays alive, because this is where Londoners come to enjoy themselves.

There are two opera houses here, several concert halls and many theatres, as well as cinemas, and in nearby Soho the pubs & restaurants and nightclubs are busy half the night.

Many people think that London is all grey, but in fact red is London's favourite colour. The buses are red, the letterboxes are red and the mail vans are all bright, bright red. London is at its best when people are celebrating.

Then the flags, the soldiers' uniforms, the cheering crowds and the carriages and horses all sparkle in the sunshine — if it's not raining, of course.

Exercise 1. Transfer the given information from the passages onto a table.

№	Activity			
	Event	Where	When	Score
1.				

HISTORY OF LONDON

London began as a Roman settlement in A.D. 43 – where the City – London's financial district, stands today – and flourished as a market town for the next 350 years.

The most visible legacy from this era is the straight roads that led out of Londinium, as it was then known and which form some of the capital's main arteries – Oxford St, Edware Rd, Kingsland Rd. At the Museum of London, you can also view part of the Roman wall. After the Romans left in A.D. 410, the town declined.

The Anglo-Saxons who settled in the region were farmers living in small rural communities.

However, by A.D. 800, London was a busy trade centre again. The town's strategic and commercial importance grew and it was fought over by Vikings and warring Saxon factions before falling into the hands of William the Conqueror in 1066.

Under his reign, the Tower of London was built to protect the city. During the next five centuries, London became a bustling medieval city of timber-framed buildings towering over narrow, winding streets, with gothic churches and cathedrals. It also became a city of slums, squalor and disease. The Black Death, halving the population of the city in 1348, and the Great Plague of 1665, claiming 100,000 lives, are only the most extreme examples of frequent epidemics that swept the city.

Under the reign of Elizabeth I (1558-1603), the arts flourished and Bankside became London's first theatreland; it was here that Shakespeare's Globe Theatre stood, and the Bard's plays were staged. The district was home to the low-life, who thrived in brothels and taverns. But these establishments were shut down after the defeat of the monarchy in the English Civil war (1648), which brought an era of puritanism. After the restoration of the monarchy, in 1660, the Theatre Royal, Covent Garden, was built, marking the beginning of the West End as an entertainment district.

Medieval London ceased to exist on 2 September 1666 when a fire which started in Pudding Lane destroyed three-quarters of the city. A new law required new structures to be stone, and the entire character of the City was changed. But there are a few ancient relics that survived the flames. It was the Guildhall, which was able to withstand the flames because it was partially in stone. Also protected by stone were the Tower Green Tudor houses, safely within the fortified walls of the Tower of London. The change in the character of the City can perhaps best be understood by a visit to St. Paul's Cathedral, built after the fire had destroyed the gothic cathedral that stood in its place.

In the 18th and 19th centuries, London mushroomed as a commercial centre; docks, bridges and canals were built and, in 1836, the first railway opened, forming the infrastructure that allowed England's industrial revolution to gather pace. Reacting against such progress, architects sought refuge in England's medieval past and many public buildings (the new Houses of Parliament) were done in gothic style.

By the start of the 20th century, London was a huge metropolis, but depression and wartime devastations took their toll. Development since then has seen the re-emergence of the South Bank as a centre for the arts and regeneration of the Covent Garden (once home to fruitsellers) into a shopping area with piazzas, street cafes and boutiques. But the former docks now form the focus for growth. Once again, London is changing shape, but visitors continue to come and many return. As Moore said: "Go where we may, rest was we would; eternal London haunts us still."

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Add some information & make up a small report and give a talk in class.

Exercise 3. Read the text on driving in Central London and give the main idea of it.

If you have heard that driving in central London is difficult, just wait till you try to find somewhere to park. If you park illegally or run over time on your parking meter, you will get a parking ticket on your windscreen, demanding a £30 fine (or more).

Even worse, your car may be immobilised by a wheel-clamp; follow the instructions to the Payment Centre, where you must pay to get the clamp removed, plus parking fine. You may have to wait several hours to recover your vehicle. For serious parking offences, vehicles may be towed away and impounded. To retrieve your vehicle you have to go to a Payment Centre and pay a £105 tow-away fee.

Exercise 4. Read the text on History of London and render its contents briefly.

Exercise 5. Pick up all the numerical details from the text and make a chart.

№	Activity			
	Event	Where	When	Score
1.				



The Great Fire of London destroyed many parts of the city in 1666.



Exercise 6. Read the text on Getting about London and make up some dialogues from it.

What is London? We can say that it is one of the largest cities in the world that it is one of the world's most important ports and that it is the capital of the Great Britain. But all these answers do not give any idea of London. London is more than two thousand years old. About seven million people live there. There are more than 10 thousand streets in London.

Most of the streets are not very wide and most of the buildings are not tall, but multi-storey buildings have also appeared in London and almost all of them are hotels and offices.

London Underground (or Tube) is the oldest and longest in Europe. There are eleven different lines with more than 500 stations.

Although London is a crowded and noisy city you can find many pleasant parks and green squares there. Regent's Park is the most beautiful park and Hyde Park is the largest, it is one of the most popular places of rest of Londoners on hot summer days.

There are three main parts in London: the City, the West End and the East End.

The oldest part of London is the City, the business centre. But the political centre is Westminster which is in the West End. The West End is famous for its rich shops, hotels, restaurants, cinemas, museums and other places of interest. Only rich people live there. The East End is another part of London. Many houses there are poor and many streets are narrow and dirty. The East End is famous for its docks but they have closed.

Now people are building houses there. Already there are offices, shops and restaurants, a cinema and a large hotel for a modern traveller. By 2020 there will be a sports centre, a shopping centre, an airport and many other new buildings.

There is so much to see in London that even Londoners can always find new sights. They like to say: "When a man is tired of London, he is tired of life".

Exercise 7. Write out all sightseeings in the form of quick notes.

Exercise 8. Read the text and add some information about the sightseeings of London.

London is the flower of cities all

A Stunning half-day tour – of the two "Cities" that make up London. Sit back and relax while our guide gives you an excellent commentary, laced with humour. Our history and traditions will come alive.

West End – we will see the shopping districts, and drive through the Parks. A perfect opportunity to take photographs of Big Ben, Piccadilly Circus, Trafalgar Square and so much more. *The Ancient City* – established 2,000 years ago, we shall see St Paul's, Tower of London and Tower Bridge, Bank of England and many other famous buildings.

National Gallery & Covent Garden – a brief visit is made to this world famous museum to see some of the world's finest paintings following by a walking tour of Covent Garden – in the heart of London's entertainment centre. Here we shall see the church of My Fair Lady, the street entertainers, and enjoy Covent Garden's bustling atmosphere.



DIALOGUE «DRIVING THROUGH THE CITY»

Mr. Smith decided to drive Bill through the centre of London. He wanted to take him to Trafalgar Square and on the way there to show him the City, the centre of London's commercial life. Mr. Smith & Bill.

- I'd like to take you through the City and then to Trafalgar Square.
- That would be very kind of you.
- Look over there. That's the old building of the Royal Exchange.
- Do they still use it as the Royal Exchange?
- I'm afraid not. There is a new modern building, which appeared quite recently.
- I can see a large building on the left. What is it?
- It's the Bank of England. It's over 250 years old. And on the right there's the Mansion House – the official residence of the Lord Mayor during his term of office.
- And what is the term of office?
- One year only. Elections take place every year and there's a great ceremony on that day. The Lord Mayor in traditional clothes drives slowly through the crowded streets to receive the keys of the city.
- How interesting indeed. I can see a wonderful building over there. What is it?
- That's St Paul's Cathedral, one of the finest pieces of architecture in Europe. Its architect was Christopher Wren.
- Oh, it's such a big cathedral! How long did it take to build it?
- About 35 years. We are now in Fleet Street. There are offices of most British national and local newspapers here.
- Oh, there's Trafalgar Square. I can recognize Nelson's Column.
- We'd better stop here and walk a little.
- I've seen many pictures of Trafalgar Square but I didn't imagine it was so big.
- Yes, it's really big. People often arrange meetings in the square.
- Yes, I've heard quite a lot about that. Mr. Smith, is that the National Gallery on the right?
- Yes. You can find paintings by many world's famous artists on display there. You must visit it some day. Besides there's a very good portrait gallery round the corner.
- I'll visit the gallery as soon as I have a chance.

Exercise 1. Learn the dialogue by heart and carry it on with your classmate in class. Render the contents of it in Indirect Speech in English.

Exercise 2. If you were in London compare your first impression with one in the passage.

London is one of the most complex capital cities in the world. To the Londoner it is more a collection of village areas than one large city. To the visitor it is an exciting mixture of sights, sounds and people. As you approach the centre of London, you see the busy shopping streets and catch a first glimpse of the famous building – Buckingham Palace or the Houses of Parliament – or focal points like Piccadilly Circus and Trafalgar Square.

Everywhere there are bright red buses, and black taxis and busy restaurants.

It is a most pleasant surprise to see so many parks, trees and gardens in the midst of all the noise. This remarkable city covers 1,600 square kilometres, has more than 50 theatres, a lot of world famous museums and art galleries.

Exercise 3. Analyze the text *The Tower of London* and render its contents briefly in English.

Vast, aloof and grandiose, the Tower of London rises above the other grey buildings of the capital. Occupying an important place in the history of England, it was built shortly after the battle of Hastings in 1066 by William the Conqueror of Normandy.

Over the next 900 years it was transformed to suit various functions: a royal mint, a royal residence, a notorious prison, a zoo and finally an armoury and repository for the Crown Jewels. Perhaps the Tower is most famous for its former prisoners who were locked up due to their religious beliefs or because of suspected treason.

Anne Boleyn, the second wife of Henry VIII, Sir Walter Raleigh the honourable navigator who had brought the humble potato to Britain, and Elizabeth I, former queen of England. Some prisoners were granted permission to walk in the grounds and receive visitors. Others were thrown into the dungeons and had to live in tiny freezing cells.

Instruments of torture were used on some unfortunate prisoners to extract confessions of treason from them. King Henry VIII was particularly fond of sending his subjects to be beheaded on Tower Hill. In 1483 the young king Edward V and his brother, the Duke of York were imprisoned in the Bloody Tower by their cruel and crippled uncle, who later crowned himself Richard III. The much-maligned king had been dead for two centuries when the skeletons of the two young boys were unearthed beneath a staircase in the White Tower.

Nowadays the Tower of London has a different role; that of safeguarding the Crown Jewels; which are kept in the Jewel House at the Tower.

The collection includes Saint Edward's Crown, which is used for the coronation ceremony and the Imperial State Crown that holds 3000 precious jewels. The royal sceptre holds the biggest cut diamond in the world named the *Star of Africa*.

The jewels are protected by the Yeoman Warders of the Tower popularly known as Beefeaters (a medieval nickname for well-fed servant). They still wear the high ruffs and scarlet tunics first assigned to them during the reign of Queen Elizabeth I.

Their duties have little changed since the 16th century. Visitors can also enjoy the company of ravens that wander about the Tower's grounds. They are an impressive sight to see. Tradition goes that if they disappear the building will collapse! In short, the Tower of London has most certainly served as a stage for English history and culture with the memories of political intrigue, torture, and executions still fresh within its wall.

Exercise 4. Complete the sentences with the help of information from the text.

1. The Tower of London was built shortly after _____. 2. Over the next 900 years it was transformed to suit various functions _____. 3. the Tower is most famous for its former prisoners who _____. 4. Some prisoners were granted permission to _____. 5. Others were thrown into the dungeons and had to live _____. 6. the famous prisoners are: Anne Boleyn, the second wife of _____; Sir Walter Raleigh the honourable navigator who had brought the humble potato to _____; Elizabeth I, former queen of _____. 7. Instruments of torture were used on some unfortunate prisoners to _____. 8. King Henry VIII was particularly fond of sending his subjects to be beheaded on _____. 9. In 1483 the young king Edward V and his brother, the Duke of York were imprisoned in _____. 10. The skeletons of the two young boys were unearthed beneath a staircase in _____. 11. Nowadays the Tower of London has a different role _____. 12. The Tower of London has most certainly served as a stage for English _____.

THE TOWER OF LONDON

Her Majesty's Royal Palace and Fortress, more commonly known as the Tower of London, is a historic castle on the north bank of the River Thames in central London, England. It lies within the London Borough of Tower Hamlets, separated from the eastern edge of the square mile of the City of London by the open space known as Tower Hill. It was founded towards the end of 1066 as part of the Norman Conquest of England.

The White Tower, which gives the entire castle its name, was built by William the Conqueror in 1078, and was a resented symbol of oppression, inflicted upon London by the new ruling elite. The castle was used as a prison from 1100 (Ranulf Flambard), until 1952 (Kray twins) although that was not its primary purpose. A grand palace early in its history, it served as a royal residence. As a whole, the Tower is a complex of several buildings set within two concentric rings of defensive walls and a moat.

There were several phases of expansion, mainly under Kings Richard the Lionheart, Henry III, and Edward I in the 12th and 13th centuries. The general layout established by the late 13th century remains despite later activity on the site.

The Tower of London has played a prominent role in English history. It was besieged several times and controlling it has been important to controlling the country.

The Tower has served variously as an armoury, a treasury, a menagerie, the home of the Royal Mint, a public records office, and the home of the Crown Jewels of the United Kingdom. From the early 14th century until the reign of Charles II, a procession would be led from the Tower to Westminster Abbey on the coronation of a monarch.

In the absence of the monarch, the Constable of the Tower is in charge of the castle.

This was a powerful and trusted position in the medieval period. In the late 15th century the castle was the prison of the Princes in the Tower. Under the Tudors, the Tower became used less as a royal residence, and despite attempts to refortify and repair the castle its defences lagged behind developments to deal with artillery.

The peak period of the castle's use as a prison was the 16th and 17th centuries, when many figures who had fallen into disgrace, such as Elizabeth I before she became queen, were held within its walls. This use has led to the phrase *sent to the Tower*.

Despite its enduring reputation as a place of torture and death, popularised by 16th-century religious propagandists and 19th-century writers, only seven people were executed within the Tower before the World Wars of the 20th century. Executions were more commonly held on the notorious Tower Hill to the north of the castle, with 112 occurring there over a 400-year period. In the latter half of the 19th century, institutions such as the Royal Mint moved out of the castle to other locations, leaving many buildings empty.

In the First and Second World Wars, the Tower was again used as a prison, and witnessed the executions of 12 men for espionage. After the Second World War, damage caused during the Blitz was repaired and the castle reopened to the public.

Today the Tower of London is one of the country's most popular tourist attractions. Under the ceremonial charge of the Constable of the Tower, it is cared for by the charity Historic Royal Palaces and is protected as a World Heritage Site.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Add some information & make up a small report and give a talk in class.

Exercise 3. Make notes of your new knowledge about London.

TOWER OF LONDON



The Tower of London, seen from the River Thames, with a view of the water-gate called *Traitors' Gate*

Location London Borough of Tower Hamlets, London, United Kingdom

Area Castle: 12 acres
Tower Liberties: 6 acres

Height Peak of White Tower: 27 m



Interior of the innermost ward. Right of centre is the 11th-century White Tower; the structure at the end of the walkway to the left is Wakefield Tower. Beyond that can be seen Traitors' Gate.

Exercise 4. Read the passage on the Tower Bridge and digest its score.

During the reign of Queen Victoria from 1838 to 1901 engineers and scientists competed with each other to make the greatest progress. They had a tremendous confidence that science and engineering could solve all the world's problems. The Tower Bridge is probably the most important product of this optimism and confidence demonstrating the best of the engineering skills of the Victorian architects. It didn't have an easy existence as it was threatened over the years by heavy bombings in the first and later in the Second World War.

Nevertheless, it managed to survive and is still in use. Since the inauguration of the Bridge in 1894 till 1955, the Bridge was opened 325358 times. Over the years, since then, the number of *lifts* has dropped because of the closure of wharfs in Inner London, which means that large ships don't need to go under the Bridge. Nevertheless, the average number of *lifts* is 14 a day over a hundred years. The architectural style of the Tower Bridge is the Victorian gothic, very typical of the 19th century England.

Indeed, the architects succeeded in designing a unique bridge, the only one of its kind in the world. The feature that gives it a distinctive gothic character is the pointed conical pinnacles and decorative elaborations, which remind us of gothic cathedrals and castles. Of the twin towers, the north tower is the entrance to the recently opened, glass-covered the Tower Bridge Walkways, which are accessible by a lift of stairs and afford a superb view of the Thames River and the London skyline. The walkways over the bridge itself are 140 feet above the river & 10 feet wide.

Special displays in the walkways show the skyscraper as it was 100 years ago, and during the Blitz in World War II. The south tower is enlivened by an exhibition of the history of the Bridge. *The Celebration Story* as the exhibition is called is a multimedia presentation, which transports the visitors back to the 1890s. It tells how and why the Bridge was built and then goes through various stages of the Bridge's history. In 1993 a new exhibition was inaugurated.

On display are the original Victorian steam engines in their engine house.

Those engines worked the mechanisms that lifted the roadway so that ships could pass beneath. In short, Tower Bridge, with its amazing and admirable characteristics, and the symbol of the glory and splendour of England, needs to be seen.



Exercise 5. Read the extract *Behind the scenes and retell it.*

How well do you know your own city, town or village? Have you ever stopped and wondered why something was built in a particular style? Or have you suddenly noticed something, which you have passed many times but have never seen before?

In a large, bustling city such as London, there is usually very little time to stop and look at things. If you work there most of your time is spent struggling on the Underground or waiting in a bus queue, which gets longer and longer.

Or if you are a tourist you often see London through the eyes of a guide. You are so busy taking photographs of the usual sights (Buckingham Palace, the Tower of London, Trafalgar Square) that you miss many things that are just waiting quietly to be discovered.

Things, which have no signs, no flashing lights, no queues or guides; just things which you must make the effort to find.

Trafalgar Square contains the standard measurements for British units, such as a yard and a foot? Quite apart from Nelson's Column and the fountains, the north wall of the square has brass plaques showing the measurements of a foot and a yard at 62° F (17° C).

Older lengths such as rods, poles and perches are shown, but these are no longer used. For a future historian writing about Britain's odd ways of measuring in the mid-20th century there will always be a reference point in Trafalgar Square – at 62° F.

Not far from Trafalgar Square is Piccadilly, a very well known London name, but do you know its origin? Names, such as St. Martin's in the Fields, Moorgate and Plough show their agricultural or country origin, but it is said that Piccadilly was named after Robert Baker, who lived near where Piccadilly is now, towards the end of the 16th century.

Here he manufactured shirt frills or *pikadills*, which earned his house the nickname of *Piccadilly Hall*, and in time *Piccadilly* we use to describe the surrounding area.

The statue of *Eros* in the centre of Piccadilly Circus also has an interesting history.

In fact, the figure is not *Eros* at all. It was originally erected in 1893 as a memorial in honour of the 7th Earl of Shaftesbury who had greatly helped the poor people in the local area. It was designed by a young artist called Alfred Gilbert who sculpted a naked, winged archer to represent the Christian goodness and kindness of Lord Shaftesbury.

Many people were so shocked at the naked memorial of the Earl that Gilbert, who lost his reputation and a fair amount of money, went to live abroad and only returned on a few occasions. One of these was in 1932 when he eventually received a knighthood for his masterpiece, which is now one of the most famous statues in London, although it is wrongly called *Eros*, the Greek God of Love. There are many stories connected with buildings in London, such as the church in Smith Square, built near the Houses of Parliament in 1721-28. It was designed with four sturdy towers so that if it ever sank into the swampy ground it would at least sink in a dignified manner – evenly and upright. It is amazing the number of things we miss in an area, which we think we know very well. Why don't you look at your area closely and try to discover more about it? How, why and when was something built? Is there a story behind it? Was it a mistake? In a world where we are so often pulling down so many buildings and putting up new ones, it can be very interesting and satisfying to discover different aspects of one's environment. However, it takes time and patience, to discover the best things.

They won't come to you – you have to go to them and find them.

Exercise 6. Write out all words and phrases according to the topic.

Exercise 7. Analyze the passage on Hampton Court and summarize the contents.

Situated in beautiful, tranquil surroundings on the banks of the River Thames, lies the jewel of the country's unique Royal heritage. Hampton Court Palace spans over 400 years of history and was home to some of the great Kings and Queens of England, such as King Henry VIII and King William III. Many great Royal events and dramas took place within these walls, with each successive monarch leaving their own unmistakable influence on the Palace. The Great Hall and the Chapel belong to Henry VIII's time, whereas the Queen's Apartments were originally intended for Queen Mary II.

As you pass from room to room you will see sumptuous examples of decoration, furnishings and Renaissance paintings, which will leave a lasting impression of the manner and style, in which the Royals of the time lived. Hampton Court Palace isn't just about looking, you can also smell, touch and hear history come to life.

In the Tudor Kitchens you will find roaring log fires and boiling cauldrons, as if in preparation for a great banquet. Costumed guides will take you on tour through Henry VIII's Apartments and also through the King's Apartments via the magnificently hand painted King's staircase. Sound guides will further enhance your experience, should you wish to wander freely around. The Georgian Court was shaken by tales of scandal and you can hear every juicy detail. With such a rich tapestry of history, encompassed in such stately surroundings. Including sixty acres of Tudor, Baroque and Victorian gardens and the newly restored Privy Garden, Hampton Court Palace truly is Britain's most beautiful time capsule.

Exercise 8. Imagine that you are in «Queen Mary's Dolls' House» and render your impressions.

Queen Mary's Dolls' House must be the most magnificent dolls' house in the world, an English country mansion in miniature. The house, designed by the famous architect Sir Edwin Lutyens as a gift for Queen Mary, was intended to be a work, of the finest English craftsmanship, a model of an early 20th-century royal residence perfect in every detail. Built on a scale of 1 to 12 (one-twelfth normal size), the house is a miracle of scale and accuracy.

The fixtures and fittings are extremely up-to-date for a house of its age. It has electric lighting, hot and cold running water, and fully-operating lifts and door locks. It boasts an electric vacuum cleaner, an electric iron and a Singer sewing-machine.

The exterior of the house, decorated to resemble Portland stone, has sliding sash windows. The finest materials were used in the construction of the house and its contents.

It has marble stairs, floors and bathrooms. "Queen Anne" and "Chippendale" furniture, jade ornaments, silk curtains, a silver table service and even the "Crown Jewels" securely stowed in Strong Room. The traditional Wine Cellar is stocked with famous vintages of champagne, claret and brandy. The Library contains leather-bound volumes by many famous authors and poets, among them Rudyard Kipling, Arthur Conan Doyle and A.E. Housman, and a large collection of prints, water-colours and drawings by well-known artists.

The garage has six vintage motor-cars, including a Rolls Royce Silver Ghost, and all the tools and equipment necessary for their maintenance. There are even two miniature perambulators and a bicycle. The formal garden was designed by the great English gardener Gertrude Jekyll. The house was finally completed in 1924 after three years' painstaking work, with 1,500 craftsmen, artists and authors contributing to Lutyens' grand design.

It went on display at the British Empire Exhibition in that year.

Exercise 9. Read the information & pick up the essential details in the form of quick notes.

Exercise 10. Do you like to visit the «London transport museum»?

Travel through time at the London Transport Museum. It's London's history. It's London's people. There are trams, trains, buses and more. Big red buses are the one of the best loved and most enduring symbols of London. At the London Transport Museum you can put yourself in the driving seat of one if you choose! Buses aren't the whole story – you'll see Underground trains since the age of steam, trolleybuses and trams and superb historic posters, photographs and films. The London Transport Museum is a hand on experience!

You can use the stimulators to get a driver's eye view of the tube or try the controls of a big red bus. The programme of exhibition makes the museum a place to visit again and again.

Walk into Victoria Tube Station and time travel through 100 years of underground electric railways in Tube Centenary. The Frank Pick Gallery hosts exhibition on art and design themes. There's always something to enjoy. The Museum shop is famous for its inspiring range of classic posters, postcards, books, models and original gift and souvenir ideas.

Exercise 11. Read the passage «Cosmopolitan Britain» and explain the title.

Are you going to London soon? If so, ask someone to take you to Portobello Road. It has a colourful street market. But I think the most fascinating part of it is the people of every race and colour who go there. Hundreds of porters, cleaners and conductors in the Tube and buses of London are West Indians. All over London you can find Pakistani restaurants.

In Soho there are Italians, Greeks and so many Chinese that part of Soho is actually called *China-Town*. Britain has always received immigrants. There are over a million Irish people who have come to Britain to get better jobs and higher wages. Since 1950, great numbers of settlers have come from the West Indies, Pakistan and India. Others have come from Hong Kong, Cyprus, Malta and the *Old Dominions* like Australia. All immigrants have brought something worthwhile. The hard work of the Chinese, the music (cheerfulness) of the West Indians and strong family life of the Pakistanis and people from Bangla Desh can all teach something. They add some life and colour to our drab British cities. Go to a West Indian Party or watch the Chinese New Year celebrations in Soho and you will agree.

Exercise 12. Read the text on the «Battle of Hastings»; add information from the sources.

Battle Abbey lies on the historic site of the Battle of Hastings. It was here that the crucial engagement between the English army under King Harold and the invading troops of William, Duke of Normandy, took place on 14 October 1066 – the most celebrated date in English history.

William landed at Pevensey on the Sussex coast to spearhead the Norman conquest of England. Here, immediately after his historic landing and within the encircling walls of a Roman fortress, he ordered the first Norman castle to be put up on English soil. This was swiftly followed by a second at Hastings, in preparation for the great confrontation.

On 14 October William's well-trained army met the defending English forces at Senlac Hill in what became known as the Battle of Hastings.

The battle ended with Harold's death from an arrow in the eye and the English were routed. In just one day the invasion of England had succeeded and the crown was secured, fulfilling the promise made to William by King Edward the Confessor some 15 years earlier. Today the Battlefield looks much as it did in 1066, with the exception of the awe-inspiring Abbey itself, founded by William four years later.

Exercise 13. Analyze the information, which is in the highlight, and use it in practice.

Exercise 14. Choose the keywords that best convey the gist of the information.

WESTMINSTER ABBEY

Westminster Abbey, formally titled the Collegiate Church of St. Peter at Westminster, is a large, mainly Gothic, church in the City of Westminster, London, located just to the west of the Palace of Westminster. It is one of the most notable religious buildings in the United Kingdom and is the traditional place of coronation and burial site for English and, later, British monarchs. The abbey is a Royal Peculiar and between 1540 and 1550 had the status of a cathedral.

According to a tradition first reported by Sulcard in about 1080, a church was founded at the site in the 7th century, at the time of Mellitus (d. 624), a Bishop of London. Construction of the present church was begun in 1245, on the orders of Henry III.

Since 1066, when Harold Godwinson and William the Conqueror were crowned, the coronations of English and British monarchs have been held here. Since 1100, there have been at least 16 royal weddings at the abbey. Two were of reigning monarchs (Henry I and Richard II), although before 1919 there had been none for some 500 years.

The first reports of the abbey are based on a late tradition claiming that a fisherman called Aldrich on the River Thames saw a vision of Saint Peter near the site.

This seems to be quoted to justify the gifts of salmon from Thames fishermen that the Abbey received in later years. In the present era, the Fishmonger's Company still gives a salmon every year. The proven origins are that in the 960s or early 970s, Saint Dunstan, assisted by King Edgar, installed a community of Benedictine monks here.

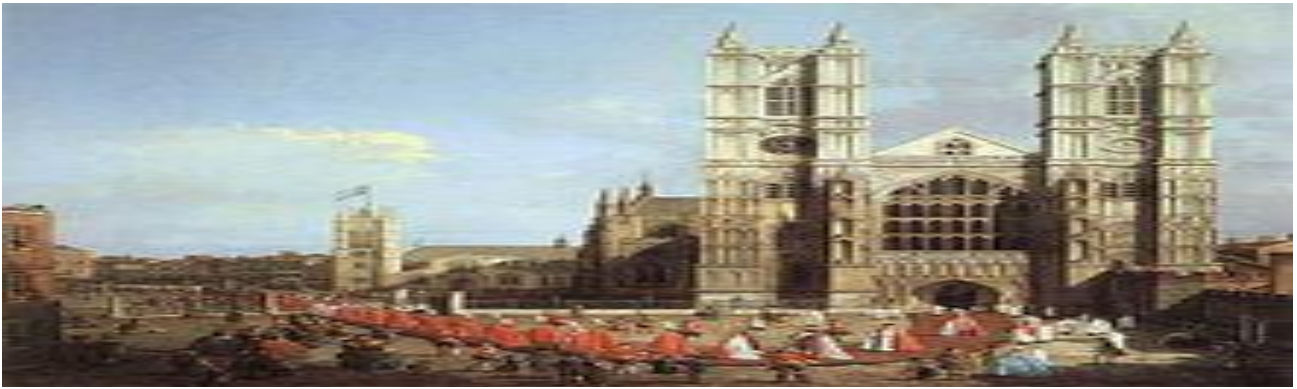
1042: Edward the Confessor starts rebuilding St. Peter's Abbey

Between 1042 and 1052 King Edward the Confessor began rebuilding St. Peter's Abbey in order to provide himself with a royal burial church. It was the first church in England built in the Norman Romanesque style. It was not completed until around 1090 but was consecrated on 28 December 1065, only a week before the Edward's death on 5 January 1066. A week later he was buried in the church, and nine years later his wife Edith was buried alongside him. His successor, Harold II, was probably crowned in the abbey, the first documented coronation is that of William the Conqueror later the same year.

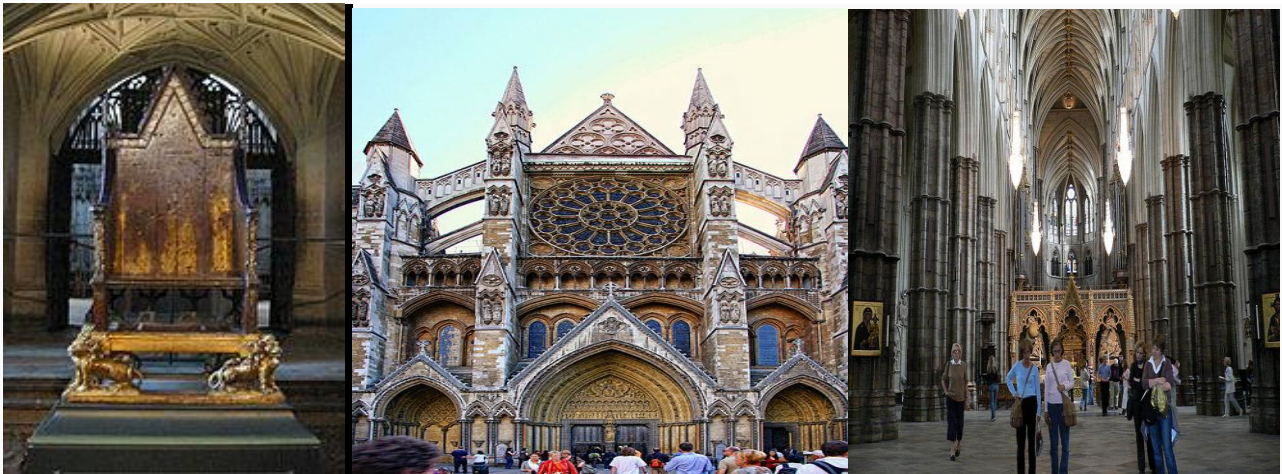
The only extant depiction of Edward's abbey, together with the adjacent Palace of Westminster, is in the Bayeux Tapestry. Some of the lower parts of the monastic dormitory, an extension of the South Transept, survive in the Norman Undercroft of the Great School, including a door said to come from the previous Saxon abbey.

Increased endowments supported a community increased from a dozen monks in Dunstan's original foundation, up to a maximum about eighty monks, there was also a large community of lay brothers who supported the monastery's extensive property and activities. As indicated above, since the coronations in 1066 of both King Harold and William the Conqueror, coronations of English and British monarchs were held in the Abbey.

Henry III was unable to be crowned in London when he first came to the throne because the French prince Louis had taken control of the city, and so the king was crowned in Gloucester Cathedral. This coronation was deemed by the Pope to be improper, and a further coronation was held in the Abbey on 17 May 1220. The Archbishop of Canterbury is the traditional cleric in the coronation ceremony. King Edward's Chair, the throne on which English and British sovereigns have been seated at the moment of coronation, is housed within the Abbey and has been used at every coronation since 1308.



1245: Henry III starts construction of the present church. Construction of the present church was begun in 1245 by Henry III who had selected the site for his burial.



From 1301 to 1996 (except for a short time in 1950 when it was temporarily stolen by Scottish nationalists), the chair also housed the Stone of Scone upon which the kings of Scots are crowned. Although the Stone is now kept in Scotland, in Edinburgh Castle, at future coronations it is intended that the Stone will be returned to St Edward's Chair for use during the coronation ceremony. The abbot and monks, in proximity to the Royal Palace of Westminster, the seat of government from the later 12th century, became a powerful force in the centuries after the Norman Conquest.

The abbot often was employed on royal service and in due course took his place in the House of Lords as of right. Released from the burdens of spiritual leadership, which passed to the reformed Cluniac movement after the mid-10th century, and occupied with the administration of great landed properties, some of which lay far from Westminster, "the Benedictines achieved a remarkable degree of identification with the secular life of their times, and particularly with upper-class life", Barbara Harvey concludes, to the extent that her depiction of daily life provides a wider view of the concerns of the English gentry in the High and Late Middle Ages. The proximity of the Palace of Westminster did not extend to providing monks or abbots with high royal connections; in social origin the Benedictines of Westminster were as modest as most of the order. The abbot remained Lord of the Manor of Westminster as a town of two to three thousand persons grew around it: as a consumer and employer on a grand scale the monastery helped fuel the town economy, and relations with the town remained unusually cordial. However, no enfranchising charter was issued during the Middle Ages. The Abbey built shops and dwellings on the west side, encroaching upon the sanctuary. The abbey became the coronation site of Norman kings.

None were buried there until Henry III, intensely devoted to the cult of the Confessor, rebuilt the abbey in Anglo-French Gothic style as a shrine to venerate King Edward the Confessor and as a suitably regal setting for Henry's own tomb, under the highest Gothic nave in England. The Confessor's shrine subsequently played a great part in his canonisation.

The work continued between 1245 & 1517 & was largely finished by the architect Henry Yevele in the reign of Richard II. Henry III commissioned unique Cosmati pavement in front of the High Altar (the pavement has recently undergone a major cleaning and conservation programme & was re-dedicated by the Dean at a service in 2010).

Henry VII added a Perpendicular style chapel dedicated to the Blessed Virgin Mary in 1503. Much of the stone came from Caen, in France (Caen stone), the Isle of Portland (Portland stone) and the Loire Valley region of France (tuffeau limestone).

1500s & 1600s: dissolution and restoration

Henry VIII assumed direct royal control in 1539 and granted the abbey the status of a cathedral by charter in 1540, simultaneously issuing letters patent establishing the Diocese of Westminster. By granting the abbey cathedral status Henry VIII gained an excuse to spare it from the destruction or dissolution which he inflicted on most English abbeys during this period. Westminster was a cathedral only until 1550.

The expression *robbing Peter to pay Paul* may arise from this period when money meant for the abbey, which is dedicated to Saint Peter, was diverted to the treasury of St. Paul's Cathedral. The Abbey was restored to the Benedictines under the Catholic Mary I of England, but they were again ejected under Elizabeth I in 1559.

In 1579, Elizabeth re-established Westminster as a Royal Peculiar— a church responsible directly to the Sovereign, rather than to a diocesan bishop – and made it the Collegiate Church of St. Peter. The last abbot was made the first dean.

It suffered damage during the turbulent 1640s, when it was attacked by Puritan iconoclasts, but was again protected by its close ties to the state during the Commonwealth period. Oliver Cromwell was given an elaborate funeral there in 1658, only to be disinterred in January 1661 and posthumously hanged from a gibbet at Tyburn.

Until the 19th century, Westminster was the third seat of learning in England, after Oxford & Cambridge. It was here that the first third of the King James Bible Old Testament; the last half of the New Testament were translated.

The New English Bible was also put together here in the 20th century. Westminster suffered minor damage during the Blitz on 15 November 1940. In the 1990s two icons by the Russian icon painter Sergei Fyodorov were hung in the Abbey. On 6 September 1997 the funeral of Diana, Princess of Wales, was held at the Abbey. On 17 September 2010 Pope Benedict XVI became the first pope to set foot in the Abbey.

Exercise 1. Transfer the given information from the passages onto a table.

No	Activity			
	Event	Where	When	Score
1.				



The 1382 wedding of Richard II to Anne of Bohemia. A recumbent effigy on a tomb in Westminster Abbey.

Exercise 2. Analyze the text «The Queen of the clippers»; write out all words to the topic.

With her main mast towering 152 feet above the deck, the historic Cutty Sark is a truly majestic sight. The most famous tea clipper ever built and the only one to survive, she was launched in 1869 at Dumbarton on the Clyde. The Cutty Sark with her sleek lines and huge sail area was designed for speed in the race for the lucrative China tea trade. Her greatest days however were as a wool clipper bringing the new season's clip from Sydney to London. She left all her rivals in her wake, breaking speed records year after year. Today the Cutty Sark is being restored to her former glory. She is proudly rigged as she used to be when she was in harbour after one other epic voyages. When you go on board you step back into a time when this magnificent sailing ship ruled the waves. You can wander the decks and imagine the seas crashing over her bow as she rounded Cape Horn, hold the wheel that actually steered her across the world's mighty oceans.

On deck several cabins have been restored and an exhibition gives you an insight as to how her crew lived during the voyage and an audiovisual presentation brings to life her exciting and fascinating story. In the lower hold is the *Long John Silver* collection of merchant ships' figureheads, the most impressive and important collection in this country.

From the dry dock you can admire the beautifully contoured lines of the Cutty Sark – the Queen of the Clippers.

Exercise 3. Describe « Battle Abbey & Battlefield» shortly.

Battle Abbey and Battlefield stand as an evocative memorial to these crucial events in English history. You can still explore the site of the famous conflict, which gave its name to the nearby town of Battle. The mile-long *Battlefield Walk* takes you around the perimeter of the battlefield, which has been maintained very much as it was in 1066.

Relief models help you to recreate what happened as you stand where Harold's men stood weapons in hand, and watched the Normans advancing up the hill towards them, or where the two armies met in bloody hand-to-hand combat. Battle Abbey, the remains of which still overlook the medieval town, was founded by William the Conqueror himself to atone for the terrible slaughter of the battle, and the high altar stood on the very spot where Harold fell mortally wounded. A memorial stone marks the place today. Although much of William's original Abbey has disappeared.

Exercise 4. Learnt the Dialogue «The American tourist in England».

He was an American tourist in London and had hired a guide to show him the city.

"How long did it take to build this house? " – He asked his guide as they passed a large hotel building. "Why, about six months"

"Six months!" – exclaimed the American. "Why, it wouldn't take us more than six weeks to put up a building like that in New York". They passed an office building, which was quite new. "And how long did it take to build that?"

"About four weeks", answered the guide.

"Four weeks!" – said the American. "In New York we'd build a place like that in four days".

Nothing more was said until they approached the Houses of Parliament.

"Well, that's not a bad-looking place. How long did it take you to build it?"

"Well, you may not believe me", answered the guide, "but that building wasn't there when I crossed the bridge last night".

Exercise 5. Read the information on «Windsor Castle» and add some new one.

Windsor Castle is probably the largest fortress of its kind in the world, and has belonged continuously to the sovereigns of England for over 900 years. It is still the setting for great ceremonies of state, and houses many of the priceless treasures in the Royal Collection. The Castle began as a simple timber stockade on a mound, one of a ring of strongholds built around London by William the Conqueror soon after 1066 to keep the hostile population at bay. It took its name from a small hunting-lodge nearby.

In the Saxon settlement of Windlesora. Over the years Windsor became more and more important as a royal residence. Edward III's reign saw the foundation of the Order of the Garter, the most prestigious Order of the realm, with a colourful ceremony, which annually brings pomp and pageantry to the town. Edward IV began the splendid Gothic chapel of St George, and Charles II and George IV were both to leave their regal stamp on Windsor. But the ultimate accolade came in 1917 when George V declared that henceforth his family and descendants would take the surname Windsor.

Windsor and the Royal Family were thus indissolubly linked, and rightly so, for though it is much else besides, Windsor is indeed the royal home of kings. The Castle Precincts are divided into three main areas – the Lower, Middle and Upper Wards.

The Middle Ward is dominated by the Round Tower. This dates from the XI century and was the Castle's main stronghold. Its strategic importance lying in the views stretching for miles across the Thames Valley. Within the Upper Ward are the State Apartments, a magnificent suite of ceremonial rooms used by The Queen to entertain visiting Heads of State, and Her Majesty's Private Apartments. The Royal Standard is flown when The Queen is in residence. Although some of the State rooms were badly damaged by fire in 1992, work is now well under way to restore them to their former glory.

Exercise 6. Transfer the given information from the passages onto a table.

№	Activity			
	Event	Where	When	Score
1.				

Exercise 7. Read the text «Letters from England» and give the main idea of it in English.

Again I am in London. I was here nine years ago. It is interesting to note some changes. Very slowly, London is changing its architecture. I can see new many-storied buildings here and there; even in the very centre of London in Shaftesbury Avenue, a very high building was built. I stay at a hotel in South Kensington; from there I can walk by Kensington Gardens, by Hyde Park to the centre of London.

Central London surrounded by its *circuses* (small squares), full of libraries, parks, theatres, cinemas, museums, exhibition halls and railway stations, is not very large.

If you are fond of walking and don't mind spending your money on the underground, you will not feel the long distances of London.

A few words about the London underground. From my point of view it is more convenient and much faster than the Paris underground. It is easy to find your way there you get all kind of information; see what is on at the theatres and even can have lunch there. London streets are narrow, the traffic is heavy. Of all London streets and squares I like most of all Piccadilly Circus. A small square surrounded by narrow houses with a lot of bright advertisements. In the middle of the square is the statue of Eros.

I am impressed by it more than by large Trafalgar Square with its imposing tall Nelson Column, more than by the luxurious strand with its lights reflected in the Thames, more than by majestic St Paul's Cathedral. I don't know why it is so. Perhaps because near it there are lots of theatres, clubs, cinemas where you can spend short London evenings. Londoners go to bed early, at 10 o'clock almost all the town is empty.

In the morning, for breakfast I am brought traditional English porridge, kippers, butter, marmalade, very bad coffee and some toasts. Newspapers are brought together with the food. From them I learn about the problems facing English people today.

One of my first visits is to Fleet Street (a street in the City where there are book and newspaper publishing houses). There in a small by-street is an old inn visited by famous writers, actors, musicians, and prime ministers.

Here were such people as Dickens, Chesterton, Conan Doyle, Charlie Chaplin, Benjamin Britten, Mary Pickford and many others. Many of them left here their witty epigrams, drawings and funny songs. I'm sorry I could not see all the collections of the inn as I didn't have enough time at my disposal.

The time from spring to August is called *the Season* in England. It is the time when a lot of foreign tourists come to the British Islands. All the hotels, trains and ships are packed.

Tourists are offered opportunities of visiting theatres, art exhibitions and numerous music festivals in many cities and towns and at the gigantic Royal Albert Hall in London.

Living not far from the Albert Hall I had the opportunity of going there every week, enjoying the promenade concerts given there. One of my unforgettable visits was to the Covent Garden theatre. There I heard Mozart's *Magic Flute*.

Covent Garden is a splendid large theatre with the same traditions and customs as in all other English theatres. Sitting far from the stage you can put your coat under your seat and smoke during the performance. But here you will see more elegant people and the national anthem (it is played at all the English theatres before the performance begins) sounds here more solemn. It was a thrilling evening for me: the fine orchestra was conducted perfectly by R. Gubelik, the opera was sung by perfect singers having perfect voices (which happens very seldom in many opera houses of the world).

Exercise 8. Read the text and write a letter to your imagine friend in London.

Exercise 9. Read the passage «Meeting in Shakespeare Street» and make up a dialogue.

The meeting was at 9 o'clock, at the bus stop in Shakespeare Street. It was now 8.30, and Palmer was still in his hotel room. He knew his orders perfectly. His chief's note said: "Meeting: 9.00 p.m. Bus stop in Shakespeare Street". Take the documents inside the newspaper. "Your contact must identify him with a question", "May I see your newspaper?" Your answer is, "Take it. I don't want it any more". Then you return to your hotel room and telephone me. Everything was clear: nine o'clock, Shakespeare Street, documents, newspaper, and telephone. Palmer put the note on the table, between the telephone and his alarm clock. The clock showed 8.40. With the documents inside his paper, he left the room and went down to the ground floor in the empty lift.

The receptionist took his key, and he walked across the foyer and out into the busy street. It was a summer evening – a pleasant evening for a walk. Shakespeare Street was a quiet street with trees on both sides. At 8.55 Palmer turned the corner and walked slowly past the church. The bus stop was fifty metres from the corner. There was no one there. Palmer stood up at the bus stop with the newspaper under his arm. The street was empty. Three minutes passed. Palmer looked at his watch. 8.59. The Street was still empty. It was nine by the church clock when he heard footsteps behind him. A woman came up to the bus stop and stood next to him. After a moment or two she noticed Palmer's newspaper, and asked: *May I see your newspaper? Take it, said Palmer, – I don't want it any more. Thank you very much, said the woman. That's very kind of you.* Then a bus arrived – a number 13. She got on the bus; the bus turned the corner and disappeared.

Palmer walked back to his hotel and went up to his room. He sat down on the bed and began to dial his chief's number. The note was still beside the phone. *Meeting... Place... documents... newspaper... contact... identify himself... himself?*

He stopped smiling and put the phone down quickly.

Exercise 10. Learn the dialogue by heart and carry it on with your classmate in class. Render the contents of the dialogue in Indirect Speech in English.

Picture galleries of London

As Bill is interested in art he asks Mr. Smith to tell him about art galleries of London.

I know that the National Gallery Houses a rich collection of paintings. Is it a very big gallery? Well, there are fewer paintings in the collection than in some of the continental galleries, but its collection represents more schools of painting than any other European Gallery.

What famous artists does the Gallery exhibit?

It exhibits paintings by almost all the great European masters.

And the Tate Gallery?

That's another famous picture gallery. It exhibits paintings by English, French and other famous masters. You can also find wonderful paintings on display in other museums such as the British Museum and some others.

Thank you, Mr. Smith.

You are welcome.

Exercise 11. Explain the title of the text «Welcome to St. Albans».

Just half an hour from London! St. Albans has been welcoming visitors for centuries. Medieval pilgrims came to the shrine of Britain's first Christian martyr, St. Alban.

Today's visitor comes not only to explore the inspiring Cathedral, but also the site of Roman Verulamium, now protected in 100 acres of beautiful parkland.

The award winning Verulamium Museum tells the story of the Roman city and display fabulous mosaics and wall plasters. Nearby are the remains of the best preserved Roman theatre in Britain. Walk down historic Fishpool Street and you find yourself in the delightful village of St. Michael's with its 16th century water mill. Back in the city centre regular guided walks are available. The 15th century Clock Tower, a rare example of a town belfry, is just a short step away from a wealth of attractive shops and restaurants.

This mixture of past and present provides a unique atmosphere, in which to linger, gaze and enjoy. Every Saturday and Wednesday sees the lively street market.

Established over 1,000 years ago, it is now one of the largest in the South East, offering goods of very kind from fruit and vegetables to antiques, records and books.

The story of St. Albans is explored further at The Museum of St. Albans in Hatfield Road.

Here you will find lively exhibitions and a wildlife garden where you can relax for a while, before resuming your tour. On the edges of the city are the Organ Museum with its working instruments and the famous Gardens of the Rose.

Home of the Royal National Rose Society, it presents a magnificent show of colour and scent throughout the summer. St. Albans offers a real day out – priceless heritage, original shops and a unique and welcoming atmosphere.

Exercise 12. Analyze the data and remember that.

MAJOR CITIES

	Name	Administration	Population
<u>1.</u>	London	ENG	8,250,205
<u>2.</u>	Birmingham	ENG	1,085,810
<u>3.</u>	Glasgow	SCO	590,507
<u>4.</u>	Liverpool	ENG	552,267
<u>5.</u>	Bristol	ENG	535,907
<u>6.</u>	Sheffield	ENG	518,090
<u>7.</u>	Manchester	ENG	510,746
<u>8.</u>	Leeds	ENG	474,632
<u>9.</u>	Edinburgh	SCO	459,366
<u>10.</u>	Leicester	ENG	443,760

Exercise 13. Read the dialogue Asking the way and render it in Indirect Speech.

On the first day of his stay in London Bill went sightseeing. He saw Piccadilly, one of the most famous streets of London. Then he decided to go to the British Museum. He asked a passer-by to show him the way there. *(Bill and Passer-by)*

- Excuse me, can you tell me the way to the British Museum?
- I certainly can. It's a 30 minutes' walk from here, but if you want to get there quickly you can go by bus from Oxford Circus.
- How do I get to Oxford Circus?
- Go straight on; turn right at the traffic lights and in 3 minutes you are there.
- What bus do I take?
- The 73.
- At what stop do I get off?
- At Great Russell Street. The bus stops at the museum.
- One more thing: how long will it take me to get to the Museum?
- Not more than 15 minutes.
- Many thanks.



EDINBURGH... THE FORGOTTEN CITY?

Everybody is keen on visiting London, England's grand capital city. And foreign students are sure to know something about it, having studied it at school. However, what do they know about Edinburgh, the elegant capital city of Scotland?

Some people who have visited Edinburgh consider it the most beautiful city in Europe. It is surrounded by hills and when you climb them you can get a magnificent view of the sea. In the centre of Edinburgh is Edinburgh Castle, which is also on top of a hill.

An old Scottish guide dressed in a kilt will gladly take you round the dark and sombre castle, telling you that "you'll have difficulty walking up if you haven't eaten a hearty meal of porridge for breakfast!" You will pass through scores of doorways that were built "to keep the English out!" The castle nowadays has no royal connections, but when the Queen visits the capital, she goes to the Palace of Holyroodhouse.

Every year the Queen holds an annual garden party in its grounds when she confers honours on Scottish people. There are two parts to this elegant grey stone city; an Old Town and a New Town. The New Town was built in the 18th century.

One of its most famous inhabitants was Greyfriars Bobby, a small West Highland terrier, who refused to leave his master's grave when his master died. He was given food by the local people and now there is a monument near the cemetery dedicated to that loyal and faithful little dog. Behind the Palace of Holyroodhouse is Edinburgh's famous hill, Arthur's Seat. Some people say it has this name because Edinburgh was the site of the kingdom of King Arthur, the legendary Celtic king, and his Knights of the Round Table.

However, there are places in Cornwall and Wales that other people claim to be Camelot, so nobody really knows. Edinburgh is famous for the Arts. Every year there is the Edinburgh Festival, which includes the Edinburgh Tattoo, a show of military bands against the background of Edinburgh Castle. With its beauty, culture and history, we can say that Edinburgh is truly a capital city worth visiting.

Exercise 1. After reading the text how do you answer the question in the title?

Exercise 2. Learn the dialogue Welcome to Edinburgh by heart and carry it on with your classmate in class. Render the contents of the dialogue in Indirect Speech in English.

John Brown calls at the branch of his in Edinburgh, and meets Ian MacDonald, the manager.

- Hello, John. Nice to see you. Did you have a comfortable journey?
- Yes, thanks. I came up yesterday on the 10 a.m. from King's Cross.
- Have you found a good hotel? Where are you staying?
- At the Queen's in Princess Street. I booked a few days ago so I had no trouble at all.
- Good. That's one of the best cities. How long are you staying?
- For three days.
- Do you know Edinburgh at all?
- No. I haven't been here for many years. We see you in London more often than you see us here. I shall be busy in the morning, I think I'll spend the afternoons looking round Edinburgh.
- I shan't be very busy this afternoon. If you like, I'll take the afternoon off, and show you round.
- Thanks very much. That'll be very pleasant.
- Right. Meet me here at twelve-thirty for lunch.

DIALOGUE «A TYPICAL ENGLISH TOWN»

Oh, the bulb has burnt out, I'm afraid. Anyway, that was the last side. Will you draw the curtains aside, Val?

Thank you. Is everything clear? Are there any questions on this filmstrip?

Is Oxford a typical English town?

I wouldn't say that. It is a University town.

What about Edinburgh? Is Edinburgh a typical English town?

Edinburgh is in Scotland, to begin with, and then it's a city, not a town.

What's the difference?

City normally denotes a large and important town. Some English cities are comparatively small, though. They were called cities long ago, when they were important centres, but then they gradually lost their importance and only grew slowly.

Isn't Oxford important?

Well, yes... I think, strictly speaking, Oxford is a city. A University City. However, Edinburgh is the capital of Scotland and a big commercial centre.

Is it nice to live in?

I think so. It is spacious and elegant. I personally like it very much, but then I am biased. Edinburgh is my native place.

Has it got a University?

Of course, it has, and a very good one.

I hope you don't mind my asking... why did you go to Oxford then?

I was very academic at school and won a scholarship to Oxford University. And then... young people in England try to choose a University as far from home as possible. They want to grow up quickly.

I see. Thank you.

Excuse me, but what is a typical English town?

I can't tell you off-hand, I am afraid. Well... Brideport, for example...

I mean, what does a typical English town look like?

Mm... Every English town has a main street, which is very often called the High Street, with the Town Hall, police station and a church. You can also find a hospital, a library, a post office and very often a theatre. Most towns have an old castle or some other tourist attraction. Houses are usually two and three-storied. There are good parking places, cafes, restaurants and guesthouses.

Is there anything of interest to see there?

Cardigan is famous for its ancient bridge, golf links and fishing. It is a natural centre for a fishing holiday.

Do you often go there?

As a matter of fact, I have never been there. I am reading from a guidebook.

Exercise 1. Learn the dialogue Welcome to Edinburgh by heart and carry it on with your classmate in class. Render the contents of the dialogue in Indirect Speech in English.

Exercise 2. Analyze the information, which is in the highlight, and use it in practice.

Exercise 3. Add some information & make up a small report and give a talk in class.

Exercise 4. Analyze information on Lancaster and describe it briefly in English.

The City of Lancaster began as a Roman settlement and fortification on the banks of the River Lune. The hilltop site of the fort now features an imposing medieval castle and a Benedictine Priory Church, whose distinctive outlines can be seen from all parts of the city. Lancaster made its name and its fortune in the 18th century, as a port for the west India trade of cotton, tobacco, sugar and rum.

The local merchants celebrated their prosperity by building elegant Georgian town houses; many of the stone buildings of the time have been converted to modern use.

This legacy is celebrated in an annual Georgian festival, featuring costumed re-enactments of events of the time. On the quayside the Customs House is now the Maritime Museum and the Judges' Lodgings Museum contains examples of the work of Richard Gillow's furniture makers. Lancaster's history, from the days of the Roman settlement to the industrial town of the early 20th century, is celebrated in exhibitions in Lancaster City Museum.

If you drive past Lancaster on the M6 motorway you will have a clear view of the most spectacular feature of the city's skyline – the dome of the Ashton Memorial.

This Edwardian baroque building, and park, in which it is set, was gifts to the people of Lancaster from Lord Ashton, a local factory owner and benefactor of the time.

However, Lancaster is much more than a display of architecture and a history lesson! It is a friendly, bustling city with a population of 50,000 (within a district population of 130,000). Most of the city centre is a pedestrian area and features a new stone-built shopping arcade, a large indoor market and a fish market selling fresh local catches from Morecambe Bay. Lancaster has plenty to offer in the way of entertainment.

The Duke's Playhouse is home to a professional repertory company, which stages many plays throughout the year. There is an annual literature festival ("Litfest") with workshops and play and poetry reading featuring many renowned writers.

There is a commercial cinema, nightclubs (including the Lancaster Students' Union social centre, The Sugar House), a variety of restaurants and eating-places – and over 30 pubs in and around the city centre alone! Within easy reach of Lancaster is the University, which is rated as one of the top ten British universities for research and amongst the top five universities for graduate employment success.

The University is situated to the south of the city. A short walk eastwards from the campus leads to open countryside; a cycle ride will take you to villages such as Dolphinholme and Quernmore and up to the wartime lookout post of Jubilee Tower.

Venturing further a field, through the city and into the Lune Valley, the Crook o' Lune at Caton provides an ideal venue for summer picnics.

On the northern shores of Morecambe Bay are the attractive coastal towns of Arnsdale and Silverdale, and close by is the Nature Reserve at Leighton Moss.

Moving back inland the lively market towns of Kendal and Kirkby Lonsdale lead out towards the Yorkshire Dales. But, of course, the area is dominated by the Lake District, whose mountains, sweeping valleys and wide lakes are easily reached by road or rail from Lancaster. Many people pay regular visits for fell – walking, orienteering and water sports – or just to enjoy the magnificent scenery.

Exercise 5. Draw up a dialogue and carry it on in class with your classmate.

Exercise 6. Write out all words and phrases according to the topic.

BELFAST

Belfast, Northern Ireland's capital city of some 300,000 people is ringed by hills, sea rough and river valley. In the 17th century Belfast was a village.

Then the development of industries like linen, rope making, engineering, tobacco and seaborne commerce doubled the town's size every ten years. In 1888, when the population was approaching 300,000, Queen Victoria – who had visited Belfast in 1849 – gave the town the status of city, and the citizen built the magnificent City Hall (opened 1906), which dominates the central shopping area. Northern Ireland's long tradition of engineering is still centred on Belfast. The world's biggest dry dock is here.

There is a good view of the shipyard's giant cranes from the foot of the Albert Clock Tower – Belfast's Big Ben – at the end of High Street. Nearby is Shorts aircraft and missile works, another important industry. Keep a sharp eye out for Belfast's rich street architecture. There is a whole stone population of my mythological figures perched on the high ledge of shops, old warehouses and banks. Some of the city's best buildings are banks. There are three gorgeous examples in and around High Street.

The charming red and yellow facade of the National Bank (now the Bank of Ireland) was designed by William Batt (1897). Just round the corner in Waring Street, the interior of the Ulster Bank (1860) is like a Venetian palace, and the Belfast Bank (now the Northern Bank) in the same street started life as a market-house in 1769.

Half century and half a mile separate the City Hall from Queen's University. Designed by the celebrated architect Charles Lanyon, the main college building (1849) was modelled on Magdalen College, Oxford. Today, the original building is at the centre of a university quarter which includes halls of residence in parklands, an 11-storey library and many other buildings, catering for about 12,000 students. The annual Belfast Festival at Queen's is a 3-week celebration of cultural events and entertainment.

In the nearby Botanic Gardens is the Ulster Museum. Its collections include contemporary international art, Irish art, Irish furniture, glass, silver, ceramics and costume, and a display of life in Ireland over 9,000 years. There is an interesting permanent exhibition called "Made in Belfast".

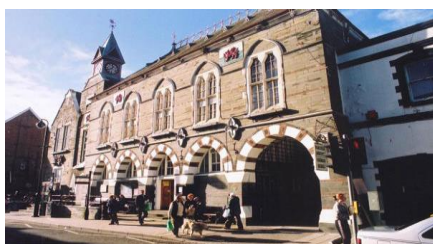
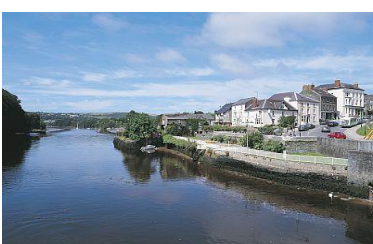
Perhaps the best-known collection is the gold and silver jewellery recovered by divers in 1968 from the Armada treasure ship *Girona*, wrecked in 1588. St. Anne's Cathedral was begun in 1899 and consecrated in 1904. Its mosaic depicts the landing of St. Patric at Saul in 432 A.D. Sinclair Seamen's Church, opened in 1853, is like a maritime museum – the pulpit is a ship's prow, the organ has port and starboard lights.

The northern suburbs of Belfast have one of the most spectacular parks in the city. Zoo has a magnificent position up here, and so has Belfast Castle. From McArt's Fort on the summit of Cave Hill you'll have a panoramic view.

Nearly all the parks have bowls and tennis; the Waterworks has fishing. Victoria Park has boating in summer and Musgrave Park has a heather garden. There are fine Irish linen, hand-made woollens, pottery and glassware just some souvenirs.

The Craftworks Gallery in Linenhall Street provides a showcase for the work of individual craftsmen from all over Ulster and has a wide range of crafts for sale at its shop in Bedford Street. The southern part of the city around Botanic Avenue – the university quarter – is good for souvenirs and for second-hand bookshops.

Exercise 1. Read the information & pick up the essential details in the form of quick notes.



THEATRES & ENTERTAINMENT IN ENGLAND

There are a lot of places for entertainment in England. Almost every city and large town has a museum of arts, archaeology, natural history, theatre and variety.

In London, most places of entertainment are concentrated in the West End and Soho, where you can find many concert halls, theatres, and international (Greek, Italian, Indian) restaurants. This entire information one can get in the magazine *Time out*, newspaper *Evening Standard*, and many other publications. For visiting London night clubs Annabell's or Tramp's one should be their member or get a reference from the member, but one can do without it at Stringfellow's or Wag Club, Madame JoJo's, Heven, and others. There are some large dancing halls, e. g. Hippodrome in Leicester Square, and many small ones.

London has the British Museum, with its vast collection of artistic and ethnographic material from all over the world, and the Victoria and Albert Museum, including extensive collections of works of fine and applied arts. London has 400 art galleries, ranging from historic public collections to small public and commercial galleries.

The Tate Gallery, and the Portrait Gallery, while among the city's many permanent collections, the Courtauld Institute Galleries can boast more famous names than you can shake a brush at, including many of the most important Impressionist and Post-Impressionist works. For those in search of the avant-garde, the Saatchi Gallery is a must; the Serpentine Gallery continues to draw crowds to its Kensington Gardens setting with innovative contemporary exhibitions. However, what are London theatres now? They are a bit of everything.

Theatreland lies between Covent Garden and Haymarket. This is where most of London's major theatres cluster. The Covent Garden Theatre is famous for opera and ballet performances. The best English singers, ballerinas and ballet dancers are playing there.

The National Theatre shows drama. Some theatres put on modern plays and at others you can sometimes enjoy good musicals, folk songs or concerts of *pop* music.

The Aldwych Theatre is famous for its dramatic performances.

In provincial town the system is different. They have a repertory theatre, which changes its play about every three weeks, whether it is successful or not.

The National and the Royal Shakespeare Theatre (which is situated in Stratford-on-Avon, the place where William Shakespeare was born), also present three or four plays in rotation for several weeks. In 1960 the Royal Shakespeare Company began to perform at the Aldwych Theatre. There is always a full house there, but the government has to support this type of theatre financially.

There is a system of *Club* theatres where you can see both well-known & financially risky experimental plays. A performance is produced both by professional & amateurs for one or two weeks and any profit from this goes to pay for the next production.

Money problem is not important since the actors are paid little or nothing.

Numerous festivals are held all over Great Britain. The most famous among them is the Edinburgh International Festival, which was established in 1947 and became annual ever since. When you are going to the theatre to see a popular play, you have to book the tickets in advance either on the phone or personally at the booking office. You can also turn to much cheaper *half Price Ticket Booth* on Leicester Square.

The best seats are in the first rows of the stalls or in the dress circle. Even nowadays British are great theatre-goers and have a wide choice of entertainment at their disposal.

DIALOGUE

Alan & Sarah

- Hi, Sarah. It's Alan, Alan Cunningham.
- Alan! Hi! How are you? How are things?
- OK, yeah, not too bad, thanks. And you? How's the family?
- Oh, we're surviving! Dave's away at the moment at a conference, which leaves me *running the house* and *looking after the kids* on my own.
- That's tough. It takes a lot of you, doesn't it?
- You're not kidding. I tell you, at 9.00 in the evening *I just collapse* into an armchair in front of the telly. Still, Dave's back soon, thank goodness. Anyway, how are things with you? What are you up to? We haven't spoken for a while.
- No, that's right. Well, we went through a very quiet period at work, but right now things are looking up and *I've got a lot on*. I'm a bit snowed under at the moment. It's OK, but I need a break. Speaking of which, I'm phoning about our reunion... You know, in Durham, ten years on, with James.
- Oh, of course! No, I hadn't forgotten. On the fourteenth, right? Friday night. No, I can't wait. I'm really looking forward to it.
- Have you any ideas where we can meet? A restaurant somewhere?
- Well, what do you fancy? Indian? A bar meal? A Chinese? There's really good Chinese where we used to go in Clay Path.
- Oh, yes. What's it called?
- The Lotus Garden.
- That's right. Now, I'm driving from the Midlands, so I'll be coming into Durham from the A1(M). How do I get to the restaurant?
- Well, you come in on the A177. You go past the sports centre on your right, and you come to a roundabout. Left takes you on the A1051. Don't take that, go straight on into town. It's called Hallgarth Street, if I remember rightly. Then you come into New Elvet, past the police station on your right, over the river and you come to another *roundabout*.
- Right. Got it. And I take a left there, don't I?
- No, you can't. Well, you can, but not to get where you need to go. You need to go right, up Leazes Road, past St. Bede's College on your right, and up to the roundabout, and then you take a very sharp left into Clay Path. Go down a couple of hundred yards and you see the restaurant, the Lotus Garden on your left. It's bang opposite a car park. That's handy for
- Right, I've got it. That's great. I'll be leaving about 3.00 in the afternoon, so I should be in Durham about 5, 6 o'clock *depending on the traffic*.
- Where are you staying?
- In The County. What about you?
- Oh, that's good. I'm staying in The Three Tuns, just down the road. We can meet up for a drink.
- Sounds great! How are you getting there?
- By train. It's direct from here, so it's easy. *The journey takes less than an hour*. Why don't I come to The County at about 6.30? I'll see you in the bar.
- All right. That sounds great. Will you phone James, or shall I?
- Erm... No, don't worry. I'll phone him.
- OK. So I'll see you on the fourteenth in the bar of The County. I presume there's only one.

DIALOGUE

Sarah & James

- Hello. Simpson's Travel Agents.
- Hello, James. This is Sarah Jackson. *How are you?*
- Sarah! Hello! How lovely to hear from you!
- Sorry to disturb you at work.
- Oh, don't worry. I'm only too pleased to be interrupted. Anything to stop me having *to deal with customers* and their complaints! Never mind! How's everything with you?
- Oh, fine. Have you got a lot on at the moment?
- Well, it's our busy time of year, you know, coming up to the summer. Everyone *booking their holidays*. Still, I mustn't complain.
- That's right. Business is business! Anyway, James, I spoke to Alan yesterday, you know, about our *get-together* in Durham...
- Now there's something to look forward to.
- *How are you getting to Durham?*
- My train leaves Leeds at five o'clock.
- Well, when you come out of the station, go down the path to *the roundabout*, and go down North Street towards the town centre.
- Uh huh. I'm with you.
- Cross over Framwellgate Bridge and go up Silver Street. There's Fairbrother's jeweller's on the right, on the corner as you go up. Remember? Big place.
- Yes, I do.
- Up into the Market Place, where the Town Hall is. Then you go right into Saddler Street, and then the road divides. Saddler Street goes down to the left over Elvet Bridge, and right is North Bailey, which goes up to Palace Green and the cathedral. Got it?
- Yeah, yeah.
- That's right. Well, the Kwai Lam is on the corner of Saddler Street and North Bailey.
- OK. Now, what time are you coming from Sunderland? How are you getting there?
- Well, I'm so close; I'll be catching the bus. The office closes at 6.00, and I'll go straight to the bus station. There's a bus to Durham every twenty minutes, so I'll get the first one, probably about 6.30.
- So, you'll be there at about... what? Seven?
- Yeah, something like that.
- Well, look. Why don't we see you in the Kwai Lam? I'm meeting Alan in The County before that, because we both *get in* earlier than you. I need to phone Alan to tell him about the Lotus Garden.
- No, I'll phone Alan. I haven't spoken to him *for ages*.
- OK. Yeah, you phone him then. What about if we see you in the Kwai Lam between seven and half past? How does that sound?
- Fine. That'll give me enough time, I'm sure. Shall I phone and book a table?
- That would be great. By the way, *where are you staying that night?*
- I'll be coming back here, I suppose.
- Can't you stay in Durham so we can have more time together? You don't want *to rush back to Sunderland*, do you?

- I guess I could give a friend of mine a ring to see if he can put me up. Yeah, I'll do that.
- Great! Well, we'll see you on the fourteenth, then, around 7.15.
- In the restaurant, that's it. And you know where it is, don't you?
- Yeah, yeah, I've got it. Bye, now, James.
- Bye, Sarah. Thanks for phoning.

Exercise 1. Learn the dialogues by heart and carry them on with your classmate in class. Render the contents of the dialogues in Indirect Speech in English. Translate the dialogues paying attention to italic phrases.

Exercise 2. Read the passage and explain the sense of the title «Taming a guide».

Here I may say a few words about these necessary nuisances, European guides. Many people have wished in their heart they could do without their guide: but as it was not possible, they have wished they could get some amusement out of them.

Guides know enough English to mix everything up so that a man can make neither head nor tail of it. The guides know their story by heart – the history of every statue, painting, cathedral or other wonders they show you. They know it and tell it as a parrot would. All their lives long they show strange things to foreigners and listen to their admiration. One of our guides in Italy was full of admiration, full of impatience – he wanted to show us the bust of Christopher Columbus.

"Ah, gentlemen, you come with me! I'll show you beautiful, oh, magnificent bust of Christopher Colombo! Splendid, grand, magnificent!"

(The guide spoke English incorrectly and his pronunciation was very bad.)

He brought us before the beautiful bust – for it was beautiful – and said "Ah, look, gentlemen – beautiful, grand bust, Christopher Colombo! – Beautiful bust, beautiful pedestal! The doctor put up his eyeglasses and said: "Ah, what did you say this gentleman's name was?"

"Christopher Colombo – great Christopher Colombo!"

"Christopher Colombo. What did he do?"

"Discover America! – Discover America. Oh, the devil".

"Discover America? No – that statement will hardly wash. We are just from America ourselves. We heard nothing about it."

Exercise 3. Add some information of other towns in England & issue in a short presentation (75 words).



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UNIT IV. AMERICAN CITIES

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INTRODUCTION

In the USA the definition of cities (town, villages, townships, etc.) is a matter of state laws and the definitions vary widely by state. A city may, in some places, be run by an elected mayor and city council, while a town is governed by people, select board (board of trustees), or open town meeting. There are some very large towns (such as Hempstead, New York, and some very small cities (such as Lake Angelus and Michigan). The line between town and city, if it exists at all, varies from state to state. Cities in the United States do have many oddities, like Maza, North Dakota, the smallest city in the country, has only 5 inhabitants, but is still incorporated (note that all incorporated locations in North Dakota are called *cities* regardless of size). It does not have an active government, and the mayoral hand changes frequently (due to the lack of city laws). California has both towns and cities but the terms *town* and *city* are considered synonymous. The nation's largest cities are New York, Los Angeles, Chicago, and Houston. In some U.S. states, any incorporated town is called a city.

If a distinction is being made between towns and cities, exactly what that distinction is often depends on the context. The context will differ depending on whether the issue is the legal authority it possesses, the availability of shopping and entertainment, and the scope of the group of places under consideration.

Intensifiers such as *small town* and *big city* are common, though the flip side of each is rarely used. Some states make a distinction between villages & other forms of municipalities.

In some cases, villages combine with larger other communities to form larger towns; a well-known example of an urban village is New York City's famed Greenwich Village, which started as a quiet country settlement but was absorbed by the growing city.

The word has often been co-opted by enterprising developers to make their projects sound welcoming and friendly. In Illinois, cities must have a minimum population of 2,500 but in Nebraska, cities must have a minimum of only 800 residents. In Idaho, Oregon, Kansas, Kentucky, North Dakota, Minnesota, and Iowa, all incorporated municipalities are cities.

In Ohio, a municipality automatically becomes a city if it has 5,000 residents counted in a federal census but it reverts to a village if its population drops below 5,000.

In Nebraska, 5,000 residents is the minimum for a city of the first class while 800 is the minimum for a city of the second class. In all the New England states, city status is conferred by the form of government, not population. Town government has a board of selectmen or Town Council for the executive branch, and a town meeting for the legislative branch. However, unlike the US Government, the executive acts only as an administrative body and cannot override the will of town meeting. New England cities, on the other hand, have a mayor for the executive, legislature referred to as either the city council or the board of aldermen.

In Virginia, all incorporated municipalities designated as cities are independent of the adjacent or surrounding county while a town is an incorporated municipality, which remains a part of an adjacent or surrounding county.

In Pennsylvania, a village is simply an unincorporated community within a township.

PUBLIC TRANSPORT

To my mind, the best way to travel along the city is to walk. When you go on foot, you do not depend on any kind of transport. You can observe the beauty of the buildings and landscapes wandering along the streets, you can go anywhere you like.

These are the advantages. However, of course, the disadvantages of foot walks are the time you spent while walking. If you are short of time and you are in a hurry, it is better to take advantage of any means of public transport. If you live not far from the underground, I advise you to use this mean of transport. First of all it's the fastest.

Underground trains run every 3 to 5 minutes. It is also the most reliable type of transport. With trams, trolley-buses and buses, there are lots of things that may interfere with their normal operations. But all years I have been travelling by underground it has never let me down. As for the fare, its a little more expensive than trams and trolley-buses but cheaper than most buses and shuttle minibuses (route taxis). The only problem with the underground that it does not cover the whole city. However, every metro station has good trolley-bus, bus and shuttle minibus connections.

You can travel along the city by car if you have one. But the traffic in the city is very heavy, especially during the day time. There are a lot of traffic jams on the roads, so maybe it is more convenient to go by underground.

If you want to reach the place of destination without any problems and in a short period of time you can order a taxi by telephone. But bear in mind that it can be rather expensive. I wish you to have a good time and nice impressions of the city.

It is no secret that public buses are not safe. Speeding, overloading, harassment and reckless driving aside, the recent rise of robberies inside the vehicles while they are still moving has added to the reasons why one would feel unsafe while taking a bus.

Previously, I had only heard stories of people being robbed by armed men who board these buses as passengers or by sneaky pickpockets who lure you into a hearty conversation while they pick your pocket unnoticed. A few days ago, I too fell victim to these robbers. I was heading to work in the afternoon on my usual way to

Questions

1. What is the best way to travel along the city? Why? 2. What are the disadvantages of foot walks? 3. How should you travel if you are short of time and you are in a hurry? 4. What means of transport do you like best of all? Why? 5. What are the advantages of travelling by underground? 6. How should you go if you want to reach the place of destination in a short period?



PUBLIC TRANSPORTATION

Public transportation includes a variety of different vehicles, including buses, trolleys, commuter trains, streetcars, cable cars, van shuttle services, ferries and water taxis.

According to the United States Department of Transportation, there are more than 6,500 providers of public and community transportation in the country. In 2007, Americans took 10.3 bn trips on public transportation, the most in 50 years. The nation's transit systems carry over 29 million passengers on an average weekday. Public transportation benefits individual riders, their communities, the economy and the environment.

Benefits for Individuals

Individuals who regularly use public transportation enjoy a number of benefits, not the least of which is financial. According to the American Public Transportation Association, a person can save up to \$8,411 per year by choosing to travel via public transport rather than driving his or her own vehicle. In difficult economic times, choosing public transportation can be a great way to save money and stretch the family budget. Using public transportation creates a healthier, more active lifestyle for individuals. Walking to and from public transit stops allows people to gain additional daily exercise. Public transportation also increases mobility options for non-drivers, especially senior citizens. When given access to public transportation, older Americans are much more likely to attend doctor's appointments, social or religious gatherings, shopping & dining excursions. In highly congested areas, commuters driving their own vehicles can spend up to 72 hours annually stuck in traffic – three entire days per year! Using public transportation can cut down on commute times, lightening people's schedules and affording them more spare time.

Benefits for Communities

Public transportation benefits the communities that it services. For starters, public transportation provides easy and convenient access to all that a city has to offer.

In large cities where parking expenses are high, public transportation allows individuals to visit local businesses and attractions more frequently for less money.

In rural areas, public transportation fosters the growth of business districts and shopping malls. Adding public transportation within a community also creates jobs.

According to the American Public Transportation Association, every \$1.25 bn invested in public transportation creates 35,000 jobs. It also encourages more interaction between residents, which results in a stronger, more unified community.

Public transportation helps communities financially – if individuals can save money on transportation, they can spend more at local stores. Public transportation makes those within a community feel safer, since they travel in groups.

In emergencies, public transportation allows for millions of people to be evacuated from highly populated areas safely and quickly. It can be used to support a city's first responders by delivering additional emergency personnel and equipment efficiently.

The growing popularity and use of public transportation makes a lasting, positive impact on the environment. Regular use of public transportation by Americans has significant environmental benefits, such as a reduction in the use of gasoline and oil.

Public transportation use in the United States saves 1.4 bn gallons of gasoline annually – roughly 4 mln. gallons each day. Public transportation also saves enough oil each year to fill 34 supertankers.

Every year, it reduces the nation's carbon emissions by 37 mln. metric tons. Public transportation emits 95 % less carbon monoxide per mile than a private vehicle, resulting in less pollution and better air quality.

Economic Impact

Not only is public transportation saving Americans thousands of dollars each year in personal expenses, it is also boosting economies in cities where public transportation is frequently used. According to the American Public Transportation Association, every \$1 invested in public transportation generates roughly \$6 in local economic activity.

Real estate served by public transportation is more highly valued than similar properties that do not have access to public transportation. Capital and operating investments in public transportation yield an increase in business sales almost 3 times the original investment.

The growth of public transportation also supports the creation of thousands of new jobs across America. The rising levels of congestion & air pollution found in most of the world cities can be attributed directly to the rapidly increasing number of private cars in use. In order to reverse this decline in the quality of life in cities, attempts must be made to encourage people to use their cars less and public transport more.

Nowadays, people use more private car, which leads to more cars on the road, heavy traffic jam and air pollution. These problems always happen especially in the cities.

I agree with the way to solve this problem by encourage people to use public transportation instead of using private cars because it is the best and easy way that people can do. Using public transportation saves a lot of money.

Firstly, people do not have to buy their own cars. When it comes to prices, the fare for buses or taxis are cheaper than private cars when compared bus fare to the oil price.

Accordingly, people do not have to spend lots of money on gas that they have to fill the tank. They do not have to find a place for parking as well.

Moreover, using less private cars saves environment and people's health as well.

It causes less air pollution because carbon dioxide that released from cars is decreased.

As all people know that carbon dioxide can harm people's health, if less carbon dioxide release to the environment, people do not have to breathe polluted air inevitably.

Furthermore, there will have no heavy traffic jam because people use more public transportation. Even though it is a waste of time that people have to wait for a buses, taxis, subway or sky train, it will not take people a long time to reach their destination because public transportation nowadays are developed to be faster and more convenient for citizens. Therefore, these are the reasons why I agree with the way to decrease congestion and air pollution by encourage people to use less private cars and turn to use more public transportation that government provided.



THE CITY OF NEW YORK



For over a hundred years New York has been the nation's leading financial and commercial centre and its leading port of entry. It is also the centre of fashion, theatre and culture. Poverty and wealth exist side by side in marked contrast to each other.

New York is a city of islands consisting primarily of two islands (Manhattan and Staten), part of a third island (Long Island) and part of the mainland. It is situated at the junction of the Hudson and East Rivers with New York Bay, an arm of the Atlantic Ocean. The total area of New York City is 319.8 square miles. The extreme length of the city from north to south is 36 miles, and its extreme breadth is 16.5 miles.

New York is the most populous city in the USA and one of the biggest cities in the world. New York has a humid climate with sudden changes of weather.

Temperatures seldom fall below 0°F in the winter or rise above 100°F in the summer, although summer temperatures over 90°F are common. New York City consists of five boroughs: the Bronx, Brooklyn, Manhattan, Queens and Richmond. The most important industries are manufacturing, printing, publishing, and food, chemical and primary metals industries. New York City has long been a major transportation centre. Its harbour is one of the largest of the world's ports. There are 60 bridges and 4 tunnels in the city, most of which connect the boroughs to each other. Some of the bridges are privately owned and toll is to be paid.

New York is a city of banks. Wall Street is the financial heart of the city. The New York Stock Exchange is located at 11 Wall Street. Fifth Avenue starts at the Washington Arch.

The avenue continues straight uptown and divides Manhattan streets into east and west. Between the 20th and 60th Streets it is a street of shops and department stores.

After 110th Street it passes through Harlem and slum tenements to the Harlem River. Harlem covering the north central section of Manhattan is almost a city within a city.

Early in the 20th century as a result of racial antagonism in other sections of the city, the blacks moved to Harlem and formed a majority of the population.

Puerto Ricans form the second largest group within Harlem, living mainly in the eastern part of the district (Spanish Harlem). Most of the houses in Harlem are in a dreadful need of repair. Most of them do not have any conveniences.

The best known of the more than 30 museums in the city is the Metropolitan Museum of Art. Its magnificent collection of European and American painting contains the works of many of the greatest masters of world art. The second best known is the Museum of Modern Art. Madison Square Garden, with a capacity of 18,900 people, has been the centre of boxing, hockey and basketball events, as well as political rallies since 1925. It is the home of the New York professional hockey team, the Rangers, and its professional basketball team, the Knickerbockers. The new cultural centre in the city is the Lincoln Centre for the Performing Arts, which was built in the 1960s. The headquarters of the UN is located in N. Y.

Exercise 1. Describe the New York after reading the text.

New York is difficult to describe. You can say anything you like about it and always be right; if you listen to different people talking about it they can each describe a different town. For some, it's a centre for art, music and theatre; for others, a city of finance and politics.

At the beginning of the 19th century, Manhattan was mostly swamp; people lived in houses, which were nothing more than rows of dark cages: no lighting, running water or windows. According to police reports of the time, children died simply from lack of fresh air. In 1875 the population of New York was one million: 25 years later it was over three and a half million. The first skyscraper was put up in 1888.

It had only 13 stories, but the next had 22, the Empire State Building 102, and now the World Trade Centre has reached 110. If you stop a passing New Yorker and ask where he or she comes from, the chances are that they'll answer "I'm Irish" – or German.

In New York, five people out of every eight are foreigners or children of foreigners. New York has more Jews than Israel, more Italians than the rest of the world – except Italy. Every day sixty-seven foreign-language newspapers are published here.

The statistics are impressive. The population of New York now is 8 million people – 16 million if you include the suburbs, and another four million come to the city to work here but live elsewhere. The subway uses 7000 cars to transport five million people each day. New York is not just one city, but many cities, which crowd together in one place.

There are the business cities, which die each day at five o'clock, neon pleasure cities whose bars and cinemas are full with noisy crowds, and sad cities where no trees grow. New York is all of these and more.

Exercise 2. Insert articles where necessary.

1. New York is __ city of multi-storey buildings. __ tallest building is __ hundred and twelve story skyscraper. 2. __ USA is __ land of contrasts. 3. Chicago, with __ population of more than three and a half million, is __ second largest city in __ United States. It is __ centre of industry for __ middle part of __ country. In Chicago poverty and wealth exist __ side by __ side. Within __ few minutes walk from __ centre of __ city you can find yourself in __ heart of downtown slums. Martin Luther King began his first major northern civil rights campaign in Chicago in 1966. He said that __ slums of Chicago were responsible for __ Northern race problem. 4. __ Hermitage has __ very rich collection of European painting. __ State Russian Museum has one of __ richest collections of __ Russian national art. 5. Odessa is __ leading port of entry on __ Black Sea. 6. __ extreme length of __ Kiev Sea is 68 miles and __ extreme breadth is 7 miles. 7. __ total area of Kiev is more than 280 square miles. 8. Riga is __ second important port on the Baltic Sea. It is __ large railroad and air junction as well.

WHY DO WE CALL NEW YORK CITY «THE BIG APPLE»?

This commonly asked question got me wondering, why do we call New York City the Big Apple? While I've seen several apple trees in New York City, I don't particularly recall them as being in notable quantity – there are certainly more pigeons than apples in New York City, but we don't call New York City the *Big Pigeon*. As with anything New York, there are many opinions and contradictions.

In the early 1920s, *apple* was used in reference to the many racing courses in and around New York City. Apple referred to the prizes being awarded for the races – as these were important races, the rewards were substantial.

Based on the research of Barry Popik, the use of *Big Apple* to refer to New York City became clearer. Popik found that a writer for the *New York Morning Telegraph*, John Fitzgerald, referred to New York City's races *Around the Big Apple*.

It is rumoured that Fitzgerald got the term from jockeys and trainers in New Orleans who aspired to race on New York City tracks, referring to the *Big Apple*.

In the late 1920s and early 1930s, New York City's jazz musicians began referring to New York City as the *Big Apple*. An old saying in show business was "There are many apples on the tree, but only one *Big Apple*." New York City being the premier place to perform was referred to as the Big Apple. A 1971 campaign to increase tourism to New York City adopted the Big Apple as an officially recognized reference to New York City. The campaign featured red apples in an effort to lure visitors to New York City. It was hoped that the red apples would serve as a bright and cheery image of New York City, in contrast to the common belief that New York City was dark and dangerous. Since then, New York City has officially been The Big Apple. In recognition of Fitzgerald, the corner of 54th & Broadway, where Fitzgerald lived for 30 years, was renamed *Big Apple Corner* in 1997.



Exercise 1. Read the text above and below and answer the questions.

1. How great is Manhattan in size?
2. What is its square?
3. Who saw New York first?
4. Was it originally a Dutch possession?
5. Where did English take the colony over by force?
6. Manhattan is full of parallel rows of buildings, isn't it?
7. Do the avenues and streets have only numbers instead of names?
8. Are occasionally people not sure about the current names of the very streets they live in?
9. What is the population of New York now like?
10. Is New York just one city, isn't it?

MANHATTAN IS THE HEART OF THE CITY

Manhattan is, first of all, the name of a very popular cocktail. Secondly, it is the name of an island, which forms the heart of New York, N.Y. The island is 13 miles long, 2 miles wide and lies at the mouth of the Hudson River. East of it runs the East River, which divides the island from Long Island. Manhattan covers 54,4 mi² and has a population of 1,889, 924. It is also one of the five boroughs of New York City and for the foreigner it is New York City.

New York was first seen by an Italian navigator, Giovanni de Verrazano, in 1524. The city, originally called New Amsterdam, was a Dutch possession and it was the New Netherlands Company, which was granted a charter for exclusive trading rights. The Dutch had considerable trouble with the administration of the new community, so the English with their customary readiness to help people in trouble, rid them of all their worries by taking the colony over by force in the 17th century. New Amsterdam was renamed New York. Manhattan Island itself was purchased by the Dutch from Indians in 1626. It seems that estate prices were pretty low at that time.

New York is built in such a way that a great deal of amusement & fun, to which inhabitants of English towns are accustomed, is lost. Parallel streets were discovered in England in 1923 but most of the towns had already been built. An English town is not simply the communal dwelling place of a number of citizens, it is an elaborate quiz; you cannot simply *pass through* an English town, you have to solve it. Travellers like to thrill us with their tales about the difficulties and horrors of Himalayan exploration. I am not impressed.

The Himalayas cannot possibly offer any problems until the English build a few carefully planned towns of them. Manhattan is full of parallel rows of buildings, those running from north to south being called avenues while those running from east to west are called streets.

The avenues and streets have only numbers instead of names. On the Continent streets are usually named after historic figures and politicians. Every 25 years there is a revolution and a change of regime and then all the streets are re-christened and very often it is a criminal offence to call them by their former names. Sometimes even the postmen have no idea what the various streets in their district are called and occasionally people are not quite sure about the current names of the very streets they live in. These pleasures can never mean anything to the American. Regimes may come and go, the Republicans may take over from the Democrats and vice versa, new parties may gain or lose power, but 21st Street will keep its name under the most conservative or most revolutionary regime alike.

This is not the only disadvantage of the system. In London, it may fall to your lot to find Alma Square N. W. You have a vague idea where it may be and ask seventy-8 different persons and nobody knows exactly where Alma Square is.

Busmen who have driven past in its immediate neighbourhood for 28 years have never heard of it. People who pass through it twice a day only know it is somewhere near, either in front of you or behind you, either to the left or – maybe – to the right.

How nice it is to discover after two hour's research, just when you are about to give the whole thing up, that you have passed through Alma Square ten times during your tour. You feel a sense of triumph and superiority after finding Alma Square; but who on earth will feel a sense of triumph in New York on finding 79th Street between 78th and 80th Streets? Let the British build a town with numbered streets and then try to find 79th Street in it!

Exercise 1. Choose the keywords and phrases that best convey the gist of the text.

DIALOGUE «VISITING NEW YORK CITY»

- I'm sorry, Sir. I'm trying to find my way to Columbia University. Can you direct me? This is my first time in New York City.
- (Passer-by, looking bewildered) Columbia University? That's in the Bronx, isn't it?
- I haven't the faintest idea. The only thing I know is that someone told me it was *uptown*.
- Yeah! That's right. It's in the Bronx. Well, you take the subway here. There's a station on the next corner. You have to walk downstairs and take the uptown train.
- Do I just take any train that comes along?
- No, you'd better take an express. Otherwise you'll be all day getting there. But I don't know which train you ought to take. I'm not too well acquainted with this west side subway. You see, I live on the East Side and I always use the Lexington Avenue subway.
- I understand.
- In fact I'm almost a stranger in New York myself. I've only been here about six months. Maybe you really ought to ask someone else. I don't want to direct you wrong. But I'm pretty sure Columbia University is in the Bronx.
- Thank you very much, Sir. (Juan, to next person passing by) I beg your pardon, Sir, but could you tell me how to get to Columbia University.
- Sorry, Friend, I'm from out of town myself.
- Thank you. (Going up to a man standing outside of small store) I beg your pardon. I'm trying to get to Columbia University. Can you tell me what subway or what bus I should take to get there?
- Columbia University? Let's see. That's uptown somewhere near Broadway – about 180 Street or maybe around 205 Street.
- How do I get there?
- Wait a minute. I'll find out. (Goes into small store, comes out after a few minutes) Columbia University is at 116 Street and Broadway. I knew it was somewhere up around that section. I've got a cousin who goes to school there.
- Should I take subway?
- You can take the subway. You can also take the Broadway bus but... No, this bus only goes to 42nd Street and then turns up Seventh Avenue. You could walk over to Fifth Avenue and take a Fifth Avenue bus. Maybe you'd better take the subway after all.
- What train do I take? I ask for a train for the Bronx – is that correct?
- The Bronx? The Bronx is way over on East Side. You're going uptown on the West Side. You take any uptown train. Be careful. Some of those trains turn off at 96th Street and go over toward Harlem. You'd better ask the fellow in the change booth exactly what train to take. Just tell him you want to go to Columbia University.
- Thank you very much.
- Where are you from?
- Havana, Cuba.
- That's where they do the rumba, eh? It's one of those South American countries, isn't it?
- Yes – more or less. (Juan finds his way to subway station, boards an uptown train. Train speeds along. Still a little worried about his direction, he addresses lady seated across the aisle) Excuse me, Madam. I want to go to Columbia University. Am I on the right train?
- You're on the right train. I'm going right up that way myself. I live at 125th Street. You just watch me and get off one station before I do.

DIALOGUE «IN SOHO»

In Susan Stewart's apartment in Soho, a neighbourhood in Manhattan. Susan and Harry Bennett are preparing lunch for Harry's daughter Michelle and her friends.

- You like living in New York, don't you?
- Oh, I love it. It's so convenient. I can take the bus to work... or the subway... or a taxi. And there's so much to do. Lots of movie houses, and the theatre.
- I know what you mean. I'd like to live in the city, but living in New Jersey and the suburbs is better for Michelle. Trees, grass.
- There are a lot of good things about suburban living. I grew up in Riverdale, remember? So, I know. But, as a workingwoman, I think New York has all the conveniences – including the best tomatoes. *(She gives a slice of tomato to Harry to taste.)*
- The truth is, I'd like to live in the city. Michelle's the right age. There are lots of things for her here.
- You're right, Harry. Today is the perfect example. Michelle and her friends are at the aquarium in Brooklyn. They come back here for lunch; then go uptown to the Museum of Natural History. There's so much for young people to see and do. It's just incredible!
- Not just for young people. What about me? I've never been to the aquarium or the Museum of Natural History. Have you?
- Oh yes, Harry. My mother and father often took us somewhere in the city on the weekends. Dad was a busy doctor, but he usually managed to squeeze a Sunday in with Richard, Robbie and me. I used to love to go to the Metropolitan Museum of Art.
- I've been there several times. Twice with Michelle.
- You ought to think about spending more time with Michelle at all the great places in the city.
- Well, perhaps, you'll help me select some of the great places. And perhaps, you'll join us?
- Perhaps I will.

Exercise 1. Learn the dialogues by heart and carry it on in class. Render the contents of the dialogues in Indirect Speech in English.

Exercise 2. Read the text and explain the quickest way to travel in Manhattan.

The quickest way to travel in Manhattan is often by bike. However, people who travel a long way to work every day drive their own cars or use public transport: trains, buses, etc. Today many people share their cars and travel to work together.

This way they save petrol and there are fewer traffic jams. But it is often difficult for car owners to find a place in a car park. If they find one, it is quite possible in Manhattan that somebody might steal their car. Each year in New York, car thieves steal over 80,000 vehicles. Many firms now use bike messengers if they want to send something quickly to another part of Manhattan. A bike messenger is twice as fast as a taxi. However, the job is dangerous. In one year 37 bike messengers died in traffic accidents.

Exercise 3. Analyze the information, which is in the highlight, and use it in practice.

Exercise 4. Add some information & make up a small report and give a talk in class.

Exercise 5. Read the information & pick up the essential details in the form of quick notes.

DIALOGUES «SIGHTSEEING»

- So tell me then, where would you like to go?
 - First of all around Manhattan to see famous skyscrapers, like the Rockefeller Centre and the Empire State Building. It's the tallest building in the world, isn't it?
 - It isn't any more. The World Trade Centre in New York in Chicago are much taller. However, we still consider the Empire State Building "The King of Skyscrapers".
 - After, I'd like to have a look at Chinatown and Greenwich Village.
 - If you want to see a lot of poor artists, hippies, punks and other riff-raff we should go to the East Village, as the centre of Bohemia has moved there. It's in Manhattan, east of Broadway.
 - Sure, but it's more impressive at night, full of neon, the so-called "Great White Way". If you don't mind I'd like to drop by the Mental Block in Manhattan. It's on our way. I have a little business to take care of. It won't take us long.
 - That's fine with me.
-

Is this Manhattan?

- Yes. It's 5th Avenue, the symbol of luxury and elegance. It's one of New York's major shopping centres, with jeweller's, men's and ladies' clothing stores, stationary shops, art galleries, hosiery shops, etc.
- What are those monuments over there, in the park?
- To Simon Bolivar, Jose Marti and other heroes.
- What a beautiful square! Let me consult my guidebook. It's Washington Square, isn't it?
- How on earth do you guess?
- I recognized Washington Arch over there, on the right.
- I admire you. It seems you've inhaled your guidebook. You should see Grand Army Plaza. I think it's the most beautiful square in New York with the Pulitzer Fountain and Sherman Statue.
- Sherman? General Sherman, the hero of the Civil War?
- Wow, you even know our history! Wars, invasions, deaths... Wherever you go, you find traces of wars...
- It's terrible to think how many wars have shaken our earth. I wonder if people will ever stop killing one another.
- Wars win nothing, cure nothing, and end nothing. Humankind is tired of wars. Oh, look, we are approaching Broadway.
- What church is on the left?
- It's Trinity Church, the oldest church in New York. Many famous Americans, like Fulton and Hamilton, are buried there.
- Could we get out and take a closer look?
- Certainly. There's a parking place over there.
- Is Chinatown far from here?
- Not very far. That's the place we are visiting next. However, I suggest having a snack first.
- Great, I'm starving.
- Which restaurant'd you like to go? *The Four Seasons, Lyndy's, or Mamma Leone?*

- Oh, I'd prefer something not so expensive, just a couple of hotdogs or may be grabbing a hamburger at McDonald's or somewhere...
 - Then I may offer Horn and Hardart, Tad's Steak, Howard Johnson's or Bickford's.
-

DIALOGUES «IN NEW YORK»

- By the way, what are your plans for tomorrow morning?
 - Nothing special.
 - Would you like to take a walking tour of the city?
 - Thanks. I'd love to. What will we start with?
 - Let's start with Rockefeller Centre. We'll get there by subway and take a one hour walking tour.
 - Is the Museum of Modern Art far from there?
 - It's only a few blocks north. We'll be able to visit it too.
-

- What are you going to see next?
 - What should I see next?
 - Have you been to the United Nations?
 - No, no yet.
 - You should visit it. You can take a one hour guided tour. Moreover you can attend a UN meeting.
 - Is it far from here? How can I get there?
 - Oh, it's quite easy. Go down this street for two blocks, turn left and then go straight ahead for one block. You can't miss it.
 - Thank you very much.
-

Exercise 1. Learn the dialogues by heart and carry it on in class. Render the contents of the dialogues in Indirect Speech in English.

Exercise 2. Analyze the information, which is in the highlight, and use it in practice.

Exercise 3. Add some information & make up a small report and give a talk in class.





WASHINGTON

Washington is the capital of the United States of America. The city is called after the first President of the United States, General George Washington. Washington is situated on the Potomac River in the District of Columbia. The District of Columbia is outside the jurisdiction of any state and subject only to the control of the Federal Congress.

The tallest structures in Washington are the Capitol that houses the Congress and the Washington Monument that is 555 ft (over 180 m) tall. The oldest building in the city is the White House, the official residence of the President.

Washington has many monuments – Lincoln Memorial Jefferson Memorial, Grant Memorial and many others. The most beautiful of them is the Lincoln Memorial.

The major attractions for the visitors are in the heart of Washington.

Among them is the Smithsonian Institution that includes the National Museum of History and Technology, the National Museum of National History, the National Collection of Fine Arts housing exhibits that show the development of American art, the Hirshhorn Museum and Sculpture Garden that houses a rich collection of 19th and 20th century paintings and sculpture.

The National Gallery of Art houses many of the world's finest works of art.

The Library of Congress contains millions of books, manuscripts, prints and photos.

Washington avenues are wide and long, most of them are called after states, e.g. Pennsylvania Avenue, Massachusetts Avenue. Numbered streets run north and south, lettered streets – east and west. The leading universities are Georgetown University and George Washington University. Most of the well-to-do white people live outside the city and blacks who make up half the population of Washington are the main city dwellers.

They live in slum tenements that do not have any conveniences. Washington is often called the city of the underprivileged and poor blacks.

Three major airports serve the District. Ronald Reagan Washington National Airport is across the Potomac River from downtown Washington in Arlington, Virginia and primarily handles domestic flights. Major international flights arrive and depart from Washington Dulles International Airport, 26.3 mi (42.3 km) west of the District in Fairfax and Loudoun counties in Virginia.

Baltimore-Washington International Thurgood Marshall Airport is 31.7 mi (51.0 km) northeast of the District in Anne Arundel County, Maryland.

Exercise 1. Read the article on Washington and give a talk in class.

Exercise 2. Read the information & pick up the essential details in the form of quick notes.

CONVERSATIONS

- Excuse me. Is this the way to George Washington University?
 - Yes. Go straight ahead for two blocks and then turn right. You can't miss it.
 - Thank you very much.
 - It's nothing.
-

- Excuse me, can you tell me the way to DuPont Circle?
 - I'm sorry. I'm afraid I can't help you. I'm new here myself.
 - Thank you, anyway.
-

- Excuse me, can you tell me the way to Dupont Circle?
 - Sure. Go straight ahead for three blocks. Turn right on Connecticut Avenue and walk until you get to Dupont Circle.
 - Thank you very much.
-

- Policeman: Just a minute, sir. Didn't you see that signal?
 - Nick: Yes, I did, officer.
 - Policeman: Then why did you cross the street?
 - Nick: There weren't any cars coming, and I thought it was safe.
 - Policeman: That doesn't make any difference. "Don't walk" means "Don't walk". Even if there's no traffic coming.
 - Nick: You're absolutely right, officer. I know that.
 - Policeman: Well, don't let it happen again. If you do, you might be fined for jaywalking.
 - Nick: I won't, officer. You can be sure of that.
-

- Excuse me. Is there a bus from here to the National Gallery?
 - No, there isn't. Take bus 60 to Pennsylvania Avenue and then transfer to the R2.
 - Thank you very much.
 - It's nothing.
-

- Excuse me. Does this bus go to the Library of Congress?
 - No, this bus won't take you there. You'll have to change at DuPont Circle. By the way, you can get there by subway. There's a subway station over there.
 - Thank you.
-

Exercise 1. Learn the dialogues by heart and carry them on with your classmate in class.

Render the contents of the conversations in Indirect Speech in English.

Exercise 2. Translate the word-combinations with keyword «city».

Free city; city bus; city exchange; city (hall; planning;) to govern (run, manage) a city; capital city; city charter, city council, city councillor, densely populated city; outer city; port city; provincial city; satellite city; city tax; residential-type city; school city; city map; city layout; city official; city ordinance; within (outside) the city boundary; city authorities; city (planner, administrator, architect), city (area, authorities), within the city boundary, city broadcasting network, city (driving, dump, dweller, environment measures, executive).

BOSTON

Boston is the capital of Massachusetts, as well as the largest city and the cultural and commercial centre of New England. The city was founded in 1630.

10 years after the Pilgrims landed in Plymouth. It has been called the *Athens of America* because of its renown as a centre of learning and intellectual activity (more than 60 colleges and universities are located in the metropolitan area).

Many museums, concert halls, and theatres provide cultural and entertainment options – from the internationally acclaimed Museum of Fine Arts to the Boston Symphony Orchestra and Boston Pops to an abundant local and pre-Broadway theatre scene.

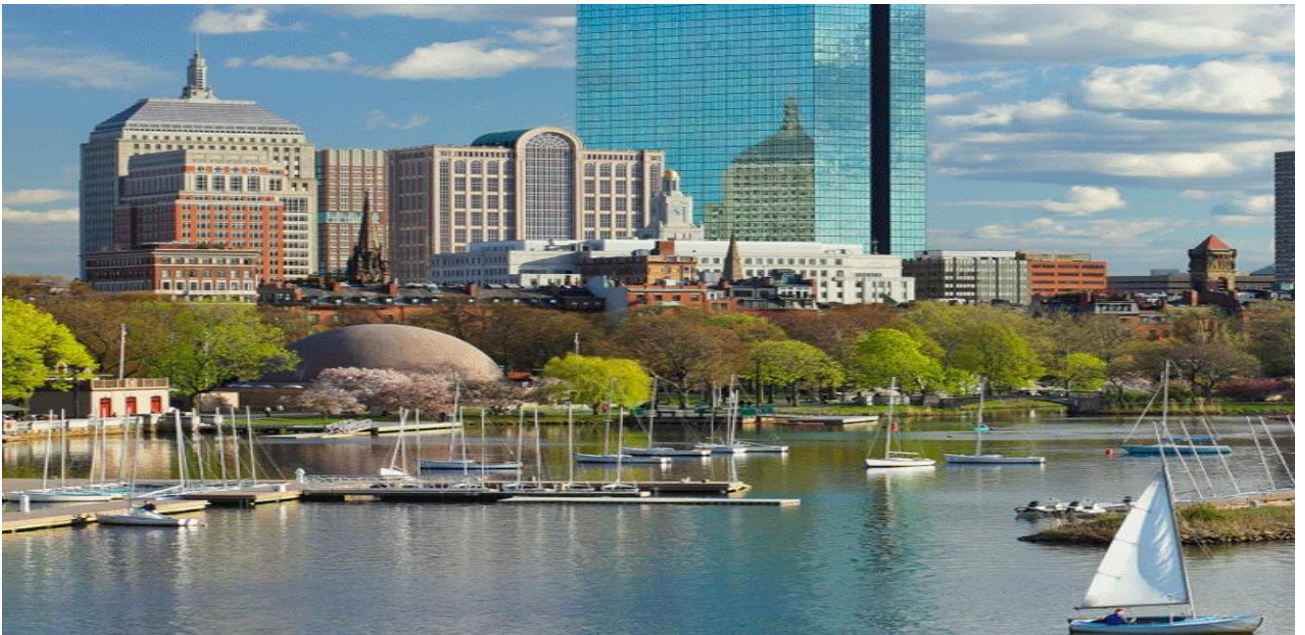
Seasonally, sports events feature the Boston Celtics (basketball), the Boston Red Sox (baseball), and the New England Patriots (football). On Patriots' Day (Officially April 19th, but celebrated on the third Monday in April) thousands of runners from all over the world compete in the Boston Marathon, the nation's oldest road race, which first took place in 1897. Prominent among Boston's many tourists' attractions is The Freedom Trail, a walking tour through historic Boston that encompasses 16 of the most treasured sites in American history.

The Freedom Trail is an actual red line painted on the sidewalks and streets of Boston. It is an excellent way to tour the city, as the Trail winds through many of the city's diverse neighbourhoods. In the downtown section of the city is Boston Common, the nation's oldest public park. Early in the city's history, in 1634, this piece of land was set aside as a military training field and a public cattle pasture. (Many of the streets in downtown Boston are narrow & winding, said to be so because they began as cow paths). In the late 1600s, women who were found guilty of witchcraft were hanged in the Common, and in his boyhood Benjamin Franklin grazed his family's cow there. Next to the Common is Boston's formal Public Garden, where in the spring & summer people enjoy riding in the graceful swan boats on the Garden's scenic pond. Just across the Charles River from Boston is Cambridge, home of Harvard University and the Massachusetts Institute of Technology. Harvard's museums are world famous; its Widener Library, with about six million books, is the world's largest university library.

Cambridge had a part in the American Revolution: under an elm tree George Washington took command of the Continental Army on July 3, 1775. South of Boston is historic Plymouth, where the Pilgrims settled in 1620, and Cape God, the region's most famous ocean resort – a hook-shaped peninsula with 300 miles of long, sandy beaches.

West of Boston there are the picturesque and historic towns of Lexington and Concord. It was on Lexington Green in the early morning hours of April 19, 1775, that the captain of the Colonial Militia announced, "Don't fire unless fired on. But if they mean to have a war, let it begin here" – words which, changed the course of history. Lexington is called *the birthplace of American liberty*. In Concord one can see the Minute Man Historical Park (commemorating the *minutemen* – colonists who remained ready to act as soldiers at a minute's notice) and the homes of authors Louisa May Alcott, Nathaniel Hawthorne, and Ralph Waldo Emerson. Nearby is Walden Pond, made famous by Henry David Thoreau.

North of Boston there are the historic and charming seacoast towns of Salem, Gloucester, and Rockport. At Salem, famous for the witchcraft hysteria in 1690, the visitor can see the Witch Museum, as well as the House of the Seven Gables, made famous by Nathaniel Hawthorne. In Gloucester, a bronze statue of the Gloucester Fisherman overlooks the ocean in memory of the more than 10,000 fishermen who lost lives at sea.





LOS ANGELES

The City of Los Angeles, often known by its initials L.A., is the most populous city in the U.S. state of California and the second-most populous in the USA, after New York City, with a population at the 2010 USA Census of 3,792,621. It has an area of 469 mi² (1,215 km²), and is located in Southern California. The city is the focal point of the larger Los Angeles metropolitan area, which contains 12,828,837, making it one of the most populous metropolitan areas in the world and the second-largest in the USA.

Los Angeles is also the seat of Los Angeles County, the most populated and one of the most ethnically diverse counties in the USA, while the entire Los Angeles area itself has been recognized as the most diverse of the nation's largest cities. The city's inhabitants are referred to as Angelenos.

Los Angeles was founded on September 4, 1781, by Spanish governor Felipe de Neve. It became a part of Mexico in 1821 following the Mexican War of Independence.

In 1848, at the end of the Mexican – American War, Los Angeles and the rest of California were purchased as part of the Treaty of Guadalupe Hidalgo, thereby becoming part of the United States. Los Angeles was incorporated as a municipality on April 4, 1850, five months before California achieved statehood. Nicknamed the *City of Angels*, Los Angeles is a global city, with strengths in business, international trade, entertainment, culture, media, fashion, science, sports, technology, education, medicine and research and has been ranked sixth in the Global Cities Index and 9th Global Economic Power Index.

The city is home to renowned institutions covering a broad range of professional and cultural fields and is one of the most substantial economic engines within the US.

The Los Angeles combined statistical area (CSA) has a gross metropolitan product (GMP), making it the third-largest in the world, after the Greater Tokyo and New York metropolitan areas. Los Angeles includes Hollywood and leads the world in the creation of television productions, video games, and recorded music; it is also one of the leaders in motion picture production. Los Angeles hosted the Summer Olympic Games in 1932 and 1984.

The city is divided into over 80 districts and neighbourhoods, many of which were incorporated places or communities that were annexed by the city. Important landmarks in Los Angeles include Walt Disney Concert Hall, the Cathedral of Our Lady of the Angels, Angels Flight, the Kodak Theatre, the Griffith Observatory, the Getty Centre, the Getty Villa, the Los Angeles Memorial Coliseum, the Los Angeles County Museum of Art, Grauman's Chinese Theatre, the Hollywood Sign, and others.

Exercise 1. Read the information & pick up the essential details in the form of quick notes.

Exercise 2. Analyze the information, which is in the highlight, and use it in practice.

Exercise 3. Add some information from other sources about Los Angeles.

Los Angeles is the largest city on the west coast with a population of three million and an area of 480 mi². How can one describe this city of contrasts, with every possible type of architecture where skyscrapers contrast with the Mexican quarter?

It was created in 1781 by the Governor of California and was called in Spanish – The Town of Our Lady, the Queen of the Angels – Los Angeles.

Later, with the arrival of two railways the city began to grow. After trainload of people arrived, the population grew from 12,000 to 50,000 in two years and Los Angeles was on its way to becoming the great and still-growing city of today.

Points of interest are far apart in Los Angeles. There is no underground system (though one is planned) and buses don't go very often.

Everybody travels by car, and to a visitor the traffic and ten-lane highways are still something of a shock, to say nothing about crazy Californian drivers.

Los Angeles is often billed as the *Creative Capital of the World*, due to the fact that one in every six of its residents works in a creative industry.

According to the USC Stevens Institute for Innovation, "there are more artists, writers, filmmakers, actors, dancers and musicians living and working in Los Angeles than any other city at any time in the history of civilization".

Los Angeles is home to Hollywood, globally recognized as the epicentre of the motion picture industry. A testament to its pre-eminence in film, the city plays host to the annual Academy Awards, the oldest and one of the most prominent award ceremonies in the world. Finally, Los Angeles is home to the USC School of Cinematic Arts, the oldest film school in the United States. The performing arts play a major role in Los Angeles' cultural identity. According to the USC Stevens Institute for Innovation, "there are more than 1,100 annual theatrical productions and 21 openings every week".

The Los Angeles Music Centre is "one of the three largest performing arts centres in the nation", with more than 1.3 million visitors per year. The Walt Disney Concert Hall, centrepiece of the Music Centre, is home to the prestigious Los Angeles Philharmonic.

Notable organizations such as Centre Theatre Group, the Los Angeles Master Chorale, and the Los Angeles Opera are also resident companies of the Music Centre. Talent is locally cultivated at premier institutions such as the Colburn School and the USC Thornton School of Music.

There are 841 museums and art galleries in Los Angeles County. In fact, Los Angeles has more museums per capita than any other city in the world. Some of the notable museums are the Los Angeles County Museum of Art (the largest art museum in the Western United States), the Getty Centre (part of the larger J. Paul Getty Trust, the world's wealthiest art institution), and the Museum of Contemporary Art.

A significant number of art galleries are located on Gallery Row, and tens of thousands attend the monthly Downtown Art Walk there. There are three public universities located within the city limits: California State University, Los Angeles (CSULA), California State University, Northridge (CSUN) and University of California, Los Angeles (UCLA).

The Los Angeles Public Library system operates 72 public libraries in the city. Los Angeles Unified School District serves almost all of the city of Los Angeles, as well as several surrounding communities, with a student population around 800,000. Some of the notable people from Los Angeles include singer-dancer Paula Abdul, actors Jennifer Aniston, Laura Dern, Harrison Ford and Gwyneth Paltrow.



THE MAGIC OF CHICAGO

Judy Garland and Frank Sinatra immortalised it in song. A rock ‘n’ roll group took its name for their own. Cracker Jack, Tootsie Roll, the zipper and roller skates were invented there. From its soaring skyscrapers and sprawling ethnic neighbourhoods to a 29-mile stretch of beaches and parks, Chicago invites discovery.

Big, brash and bursting with energy, it combines the sophistication of Manhattan with the down-home friendliness of the Midwest. Your first stop should be the Sears Tower Skydeck, on the 103rd floor of the world’s tallest building – a soaring 1,454 feet – from which you can see portions of four states. For breathtaking northern exposures and bird’s-eye views of Lake Michigan, stop by the observation deck of the John Hancock Centre, 1,030 feet in the air.

Don’t let the misnomer *Windy City* scare you away from such sky-high adventures. Chicago is not the country’s windiest city; it earned its nickname from a New York newspaper’s description of the Midwest metropolis’s boastful politicians. Back on the ground, The Loop, the busy downtown area and home to many museums and sights, is compact enough to explore on foot. The rest of the city can be toured by walking, biking or riding the subways, horse-drawn carriages, boats, and double-decker buses – even planes.

Music of the night

Broadway shows, country clubs, the world-renowned *Lyric Opera of Chicago* and the *Chicago Symphony Orchestra* offer yearlong programs. However, Chicago is known as the *Blues Capital of the World* for good reason: The city boasts more than 244 blues clubs.

Some of the best are *Buddy Guy's Legends*, *BLUES* and *Wise Fools Pub*. Be prepared for crowds, smoke and some of the best blues in the world.

The quintessential blues event is the *Chicago Blues Festival*, a three-day extravaganza held every May or June in Grant Park. Families come to picnic, dance, sing along or just listen. Best of all, it's free. People sometimes refer to the world as a global village when they want to emphasize that all the different parts of the world form one community linked together by electronic communications, especially the Internet. Now that we are all part of the global village, everyone becomes a neighbour.

Rooms with a view

Chicago has more than 2,600 places to sleep – everything from first-class (and expensive) hotels to budget-priced motels. The five-star *Four Seasons Chicago* is built above a shopping mall and houses some of the world's finest shops. There's a steep price for such luxury: Rooms start at \$280. There are many moderately priced accommodations that are centrally located. Wallet-watchers will enjoy the cosy comforts of Chicago's motels. For something different, consider staying in a guest room in a private residence.

Rates start at \$65 and reservations must be made through *Bed & Breakfast Chicago*.

Museum Mecca

There are so many museums in Chicago that if you visited one day, it would take you five weeks to visit them all. Some of our not-to-miss favourites: The Art Institute of Chicago, whose impressive impressionist collection is among the best in the world.

The Adler Planetarium is located on a peninsula in Lake Michigan. Here, visitors get a first-class look at the heavenly wonders. Loved *Jurassic Park*? The *Field Museum* is the place to bone up on prehistoric particulars; the four-story-tall Brachiosaurus is a sight to see.

Looking for some bloody-good fun? Then a trip to the *International Museum of Surgical Science*, the country's only museum devoted to the fascinating – and sometimes gruesome – world of surgery, is a must. Yet not all of Chicago's wondrous works of art are indoors. More than 100 outdoor sculptures, by such masters as Picasso, Chagall and Miro, add an artistic touch to the city's landscape. Many merit more than just a quick glimpse, especially *Calder's Flamingo*, a 50-ton red sculpture at Federal Plaza.

Like many metropolises, Chicago has a dark side. It was here that mobster Al Capone made a killing, so to speak. It was also here that one of history's most legendary bloodbaths, the *St. Valentine's Day Massacre* – in which six gangsters and one innocent bystander were gunned down in a garage – took place. In 1934, notorious bad guy John Dillinger was ambushed outside the Biography Theatre, which is still in operation.

Those fascinated with the gangster era will relish *Capone's Chicago*, a show in which robots portray Capone and his cronies. Crime buffs can also visit the *American Police Centre and Museum*, where an entire room is devoted to Big Al and other infamous killers. Chicago had a murder rate of 18.5 per 100,000 residents in 2012, ranking 16th among cities with 100,000 people or more.

(Not) For kids only

Little ones will go ape over the *Lincoln Park Zoo*, which has the world's largest collection of captive lowland gorillas. Brookfield Zoo has a superb petting zoo and the newly opened Habitat Africa, featuring rare African wild dogs and zebras.

At *The Chicago Academy of Sciences*, we can meander through caves and a primitive coal forest, as well as learn about wildlife in the Chicago / Great Lakes region. Beluga whales, Pacific white-sided dolphins, harbour seals and Alaskah sea otters call the John G. Shedd Aquarium home. So do 6,000 other freshwater and marine animals.

The *Museum of Science and Industry* is a scientific storehouse with 2,000 exhibits. Our favourite: a 16-foot model of the human heart, which kids can walk through. And no visit to Chicago, for the young (and young-at-heart), is complete without watching a Cubs baseball game at historic *Wrigley Field*, named after the chewing-gum magnate.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Add some information & make up a small report and give a talk in class.

Exercise 3. Complete the sentences with the facts from the text above.

1. For breathtaking northern exposures and bird's-eye views of Lake Michigan, stop by the observation deck _____. 2. Chicago is not the country's windiest _____. 3. The rest of the city can be toured by _____. 4. Broadway shows, country clubs, the world-renowned *Lyric Opera of Chicago* and the *Chicago Symphony Orchestra* offer yearlong _____. 5. But Chicago is known as the "Blues Capital of the World" for good _____. 6. The quintessential blues event is _____. 8. Families come to _____. 9. Chicago has more than _____ places to sleep. 10. There are many moderately priced accommodations that are _____. 11. There are so many museums in Chicago that _____. 12. The *Field Museum* is the place to bone up on prehistoric _____. 13. More than _____ outdoor sculptures add an artistic touch to the city's landscape. 14. The *Museum of Science and Industry* is a scientific storehouse with _____ exhibits. 15. Highway 1 snakes its thin trail down the Californian coast from _____. 16. Classic American writers like _____ wrote the place into the American psyche in _____. 17. There are power spots where they feel energy from another form of existence _____. 18. The Henry Miller Library is a focal point for local _____.



Exercise 4. Read the passage and describe Big Sur.

You can "do" Big Sur in a couple of hours if you drive like a bat out of hell.

Pause in one of the turnouts and you'll catch sight of views that will stamp their impressions on your soul. Mountains tumble straight down to the ocean, rivers run between giant redwood groves, and, out beyond the foam, families of otters laze on their back in the kelp beds. Days later you'll wake and wonder what it is that's made your life richer. How come you never stopped to really take in what now seems like a paradise on earth? Highway 1 snakes its thin trail down the Californian coast from San Francisco. Big Sur runs for 90 miles from Carmel to Cambria.

Classic American writers like Henry Miller and Jack Kerouac wrote the place into the American psyche in the 1950s. Characters in those early days found free living-space in highway construction shacks. Nowadays, small lots by the wayside are snapped up by millionaires for private ranches. So if you're young and travelling on a shoestring, how can you stay a while and get to the heart of Big Sur?

Big Sur is essentially forest, wilderness, mountains, and ocean. There are so many infinite nooks and crannies to find the perfect spot to camp out, Chris Redfield says, that the park authorities want to tell you just where you can camp, but "rules are made to be bent", his friend believes, so long as you respect the place as you would your own home and don't trash it. "Bring yourself a fishing license and you can live off the ocean".

Both find the mystical side of Big Sur a great part of living here. There are power spots where they feel energy from another form of existence – places like Pico Blanco, Pfeiffer Beach, Cone Peak, and Hot Spring in the Big Sur Mountains 12 miles back on the Big Sur River. To meet folks, there's always the Henry Miller Library, a focal point for local artists. What makes the people of Big Sur different?

"It's really an artistic community in the sense of people who like to put a neat angle or different spin on ordinary life", Chris says. There's always the company of nature. "I find it exciting to pick up my guitar or my flute and go for a walk in the forests. Hearing the sound of a waterfall always carries me to a rare place in my heart and mind." A final word of advice? "Go somewhere and watch a tree grow, or a nest of eagles and their little babies doing their thing. Watch a Big Sur sunset. That's exciting."



FLORIDA

Florida entered the Union in 1845 as the 27th state. Its motto – In God We Trust. Its nicknames: Alligator State, Everglades State, Orange State, Peninsula State, Sunshine State. Florida's destiny has been moulded by water. Jutting into Atlantic for 450 miles, this most celebrated of America's peninsulas has no point more than 60 miles from its coastline.

Rainfall averages more than 50 inches a year, making Florida one of the wettest states. As a result, some 30,000 lakes are scattered throughout its interior.

The second largest natural fresh-water lake after Lake Michigan is the 700-square miles Lake Okeechobee. Water draining from Okeechobee flows slowly southward, creating vast marshlands of the Everglades. A ribbon of islands, sandbars, and coral reefs festoons the coast, culminating 150 miles off the southern shore at the tip of the Keys.

These warm and sheltered waters attract one of the most astounding arrays of wildlife found anywhere in the world. Alligators, crocodiles, manatees, sea turtles, more than 350 species of birds, and 700 species of fish can be found in or around Florida's ponds and coastal waters. Florida also attracts a great number of tourists.

Florida's tourist population outnumbers its year-round residents by more than 3 to 1. Tourism is a leading industry in the state. The Gulf Stream bestows its favours on Florida.

A subtropical climate reigns over the southern end of the peninsula and the Keys, while the rest of the state is temperate.

Florida's weather is so consistently fair that the St. Petersburg *Evening Standard* did not charge for its newspaper if the sun was not shining by press time. This *sunshine offer* remained in effect from 1910 until the paper closed in 1986. The climate has also made Florida a magnet for business, and it has become one of the fastest growing states.

The ever-burgeoning symbol of this boom is Miami. Yet just over 100 years ago, its site was a jungle of alligator-infested swamps. In the 1920's millionaire developer Carl Fisher laid the foundation for one of the most famous resort areas of the century and Miami has ripened into a global tourism metropolis. The Everglades are the largest subtropical wilderness in the USA. Vast grasslands, which look like the African savanna, stretch to the horizon.

In fact, this is a freshwater marshland and sloughs, a *river of grass* 100 miles long, 50 miles wide, and rarely more than a few inches deep. Everglades wildlife is diverse: limegreen tree frogs and colourfully banded tree snails, powerful cougars or Florida panthers, great blue herons, white ibises, bald eagles, and the overfull reptile known as the keeper of the Everglades – the alligator, which despite its fearsome reputation, helps preserve wildlife. By the early 1980, Florida has established a highly diversified economy.

On its relatively few but huge farms Florida grows more citrus than any other state. Sugar cane, beef, and fishing also bring great incomes. Manufacturing includes food processing, chemicals, aerospace equipment, and computers.

Exercise 1. Answer the questions.

1. When did Florida enter the Union? 2. Is Florida one of the wettest states? 3. What is the second largest natural fresh-water lake after Lake Michigan? 4. In what proportion does Florida's tourist population outnumber its year-round residents? 5. What has made Florida a magnet for business? 6. Who laid the foundation for one of the most famous resort areas of the century? 7. Does Florida have highly diversified economy? 8. What does it grow? 9. What does manufacturing include?

Exercise 1. Explain the main features of Atlanta.

Atlanta, the capital of Georgia and seat of Fulton County, is the transportation, commercial, and financial centre of the south-eastern United States. It has a population of 394,017. Atlanta is located in north central Georgia in the rolling foothills of the Blue Ridge Mountains. The city's relatively high elevation creates moderate summer weather and four climatically distinct seasons.

Atlanta's metropolitan area has a population of 2,833,511 (1990). More than two-thirds of the residents of the city are black. The city itself, which has grown rapidly in the 20th century, showed the first signs of declining population in the mid-1970s and between 1980 and 1990 declined by 7,3%; the suburbs have continued to grow.

Tied to the booming economy of the metropolitan area is the development of MARTA, Atlanta's rail rapid transit system. Atlanta's excellent transportation facilities (it owes its location to a railroad rather than a river) have attracted numerous industries.

The most important of them manufacture automobiles, airplanes, soft drinks, and textiles.

Nevertheless, distribution (wholesaling, warehousing, trucking) remains the major economic activity. Atlanta has many corporate regional headquarters and has become the centre of federal government activity in the Southeast.

Hartsfield Atlanta International Airport is one of the country's major airports.

Among the city's major institutions of higher education are Georgia State University (1913), Georgia Institute of Technology (1885), Atlanta University (1865), and Emory University (1836). The Robert W. Woodruff Arts Centre houses a theatre company, a symphony orchestra, the Atlanta College of Art, and the High Museum of Art. Other places of interest are the Martin Luther King, National Historic Site, the museum of the Jimmy Carter presidential library, and Grant Park, which has the city zoo and Cyclorama, a Civil War memorial. Stone Mountain state park is nearby.

Exercise 2. Render the history of Atlanta.

In 1821, Greek Indians ceded land, including the future state of Atlanta, to the state of Georgia. The city sprang up at the southern end of a railroad built (1837) from Chattanooga, Tenn, and was originally called Terminus. Renamed Marthasville in 1843, it was incorporated as a city in 1847, at which time it received its present name.

During the Civil War, Atlanta was, because of its rail connections, a major Confederate supply station. It was occupied by Union forces under Gen. William Tecumseh Sherman on September 1, 1864, and most of its buildings were burned on November 15.

Sherman's assertion that the burning of the city would enable it to become a great city of the future eventually proved to be true. After the Civil War, Atlanta regained its position as transportation centre of the Southeast.

It has served as the state capital since 1868 and was made permanent capital in 1877. In the 20th century the city has actively sought new industries and businesses and has been the leading Southern city in instituting civil rights legislation. In 1990, Atlanta was selected as the site of the 1996 Summer Olympic Games.

Exercise 3. Read the information & pick up the essential details in the form of quick notes.

Exercise 4. Analyze the information, which is in the highlight, and use it in practice.

Exercise 5. Choose the keywords that best convey the gist of the information.

Exercise 6. Summarize your findings on American cities and issue in a presentation



Exercise 7. Take a quiz and decide: Which American cities fit you best?

What sort of climate would you like to live in?

- Sunny and mild
- Bring on the rain (and green landscapes)!
- You like long hot summers – but you also like to see the seasons change a little
- Something with all four seasons – even if it means cold winters and hot summers.

Do you like to ski?

- It's not that important to you
- Skiing is crucial

Go to the beach?

- It's nice, but not a must have
- Yes, you'd love to live near the ocean

How important is a good theater district?

- Not that important
- Very important

Or are you more of a museum person?

- You love to go to museums
- Museums are nice, but not that important to you

What about zoos and gardens?

- Not that important
- You've got to have some nice zoos and gardens near you

Do you want a lot of ethnic diversity where you live?

- Absolutely
- It's not the most important factor

You prefer to...

- Drive
- Take public transportation

When it comes to housing...

- You don't mind bunking with roommates to live in the city of your dreams
- You own your own home or would like to in the next few years
- You would be happy in your own small apartment

Clean air:

- Is overrated
- Is a must have where you live

Is it important to live near lots of different colleges and universities?

- No
- Yes

When it comes to safety...

- You don't mind living in a (otherwise cool) high crime city
- Living in a low crime area is one of your priorities

Do you plan on having a family any time soon?

- Not really
- Yes

Is it important for you to live in a low tax area?

- Yes
- Not really

Is having a large variety of restaurants in your city important?

- Not that important
- Yes

What about a ton of bars?

- Yes
- Not that important

Are you looking for love?

- Nope
- Yes

Need a job?

- No
- Yes

How important is fitness to you?

- Not that important
- Very important – you would like to live in a city with lots of fit people

What region of the country would you most like to live in?

- West
- South
- Midwest
- Northeast



And if you see just one museum, make sure it's the Ontario Science Centre.

A day of *science* includes everything from understanding electricity to solving a crime, and almost everything is hands-on (apart from the electricity...). Whenever possible, dine at the ethnic restaurants, the Asian and Caribbean ones. Downtown Toronto's Chinatown is the largest in Canada and so real; you might think you are in China (Korea or Vietnam).

The CN Tower, on the Harbour, is the tallest freestanding structure in the world (553 metres) and is used as a communications tower. You can have breakfast, lunch or dinner in the revolving restaurant on top. Toronto is the third-largest English-speaking theatre city in the world, so you really must see a show. The most popular shows are imports from New York's Broadway, but explore on your own for Toronto's own talent. As for nightlife, Toronto is hot! Now the bad news: discos are off-limits to the underage. The legal drinking age in Ontario province is 21 and that includes beer and wine. Canadians are friendly and open, but reserved, and they usually do not introduce themselves to outsiders. Bring with you a smile, a sense of humour and a willingness to make new friends. Be assertive and introduce yourself first; Canadians will respond with warmth and enthusiasm.

Exercise 1. Choose the keywords and phrases that best convey the gist of the information.



From top left: Downtown Toronto featuring the CN Tower and Financial District from the Toronto Islands, City Hall, the Ontario Legislative Building, Casa Loma, Prince Edward Viaduct, and the Scarborough Bluffs

PARIS

Paris is the capital and most populous city of France. It is situated on the River Seine, in the north of the country, at the heart of the Île-de-France region.

Within its administrative limits (20 arrondissements), the city had 2,234,105 inhabitants in 2012 while its metropolitan area is one of the largest population centres in Europe with more than 12 million inhabitants.

An important settlement for more than two millennia, by the late 12th century Paris had become a walled cathedral city that was one of Europe's foremost centres of learning and the arts and the largest city in the Western world until the turn of the 18th century.

Paris was the focal point for many important political events throughout its history, including the French Revolution. Today it is one of the world's leading business and cultural centres, and its influence in politics, education, entertainment, media, science, fashion and the arts all contribute to its status as one of the world's major cities.

The city has one of the largest GDPs in the world, €607 billion (US\$845 billion) as of 2011, and as a result of its high concentration of national and international political, cultural and scientific institutions is one of the world's leading tourist destinations.

The Paris Region hosts the world headquarters of 30 of the Fortune Global 500 companies in several business districts, notably La Defence, the largest dedicated business district in Europe. Centuries of cultural and political development have brought Paris a variety of museums, theatres, monuments and architectural styles.

Many of its masterpieces such as the Louvre and the Arc de Triomphe are iconic buildings, especially its internationally recognized symbol, the Eiffel Tower. Long regarded as an international centre for the arts, works by history's most famous painters can be found in the Louvre, the Musee d'Orsay and its many other museums and galleries.

Paris is a global hub of fashion and has been referred to as the *international capital of style*, noted for its haute couture tailoring, its high-end boutiques, and the twice-yearly Paris Fashion Week. It is world renowned for its haute cuisine, attracting many of the world's leading chefs. Many of France's most prestigious universities and *Grandes Ecoles* are in Paris or its suburbs, and France's major newspapers *Le Monde*, *Le Figaro*, *Liberation* are based in the city. Paris is home to the association football club Paris Saint-Germain FC and the rugby union club Stade Français.

The 80,000-seat Stade de France, built for the 1998 FIFA World Cup, is located in Saint-Denis. Paris hosts the annual French Open Grand Slam tennis tournament on the red clay of Roland Garros. Paris played host to the 1900 and 1924 Summer Olympics, the 1938 and 1998 FIFA World Cup, and the 2007 Rugby World Cup.

The city is a major rail, highway, and air-transport hub, served by the two international airports Paris-Charles de Gaulle and Paris-Orly. Opened in 1900, the city's subway system, the Paris Metro, serves 9 million passengers daily. Paris is the hub of the national road network.

The population of the city proper reached a maximum shortly after World War I, with nearly 3 millions inhabitants, then decreased for the rest 20th century to the benefit of the suburb. Since the beginning of 21st century, the population of Paris has tended once again to rise, regaining more than 100,000 inhabitants between 1999 and 2009 despite a persistent migratory deficit and a fecundity rate. The population growth is explained by the high proportion of people in the 18-40 age range who are most likely to have children.



Clockwise: Pyramid of the Louvre, Arc de Triomphe, Looking towards La Défense, Skyline of Paris on the Seine river with the Pont des Arts bridge, and the Eiffel Tower

Exercise 1. Draw up some dialogues and carry them on with your classmate in class.

Exercise 2. Explain the history of education system.

Paris is the department with the highest proportion of highly educated people.

In 2009, around 40 % of Parisians hold a diploma *licence*-level diploma or higher, the highest proportion in France, while 13 % have no diploma, the third lowest percentage in France.

In the early 9th century, the emperor Charlemagne mandated all churches to give lessons in reading, writing and basic arithmetic to their parishes, and cathedrals to give a higher-education in the finer arts of language, physics, music, and theology; at that time, Paris was already one of France's major cathedral towns and beginning its rise to fame as a scholastic centre.

By the early 13th century, the City Notre-Dame cathedral school had many famous teachers, and the controversial teachings of some of these led to the creation of a separate left bank Sainte-Genevieve University that would become the centre of Paris' scholastic Latin Quarter best represented by the Sorbonne University.

Twelve centuries later, education in Paris and the Île-de-France region employs approximately 330,000 persons, 170,000 of whom are teachers and professors teaching approximately 2.9 million children and students in around 9,000 primary, secondary, and higher education schools and institutions.

FASHION & FESTIVALS



Paris is a global hub of fashion and has been referred to as the *international capital of style*. It ranks alongside New York, Milan and London as a major centre for the fashion industry. Paris is noted for its haute couture tailoring, usually made from high-quality, expensive fabric and sewn with extreme attention to detail and finished by the most experienced and capable seamstresses, often using time-consuming, hand-executed techniques.

The twice-yearly Paris Fashion Week, an apparel trade show, is one of the most important events on the fashion calendar and attracts fashion aficionados from all around the world.

Established in 1976, the Paris Fashion Institute offers courses in design, manufacturing, marketing, merchandising, and retailing.

International Fashion Academy Paris is an international fashion school, established in 1982 and headquartered in Paris, with branches in Shanghai and Istanbul.

Paris has a large number of high-end fashion boutiques, and many top designers have their flagship stores in the city, such as Louis Vuitton's store, Christian Dior's 1200 square foot store and Sephora's 1500 ft² store. Printemps has the largest shoe and beauty departments in Europe. Sonia Rykiel is considered to the *grand dame of French fashion* and *synonymous with Parisian fashion* with clothes which are embraced by *left bank fashionistas*.

Petit Bateau is cited as one of the most popular high street stores in the city; the Azzedine Alaïa store has been cited as a *shoe lover's haven*, and Colette is noted for its *brick-and-click* clothing and fashion accessories.

The jeweller Cartier, with its flagship boutique near Paris' place Vendôme, has a long history of sales to royalty and celebrities: King Edward VII of England once referred to Cartier as *the jeweller of kings and the king of jewellers*. Guerlain, one of the world's oldest existing perfumeries, has its headquarters in the north-western suburb of Levallois-Perret.

The earliest grand festival held on 14 July 1790 was the Federation of July festival at the Champ de Mars. Since then many festivals have been held such as the Festival of Liberty in 1774, the Festival for the Abolition of Slavery in 1793, the festival of Supreme Being in 1794, and the 1798 funeral festival on the death of Hoche.

On every anniversary of the Republic, the Children of the Fatherland festival is held. Bastille Day, a celebration of the storming of the Bastille in 1789, is the biggest festival in the city, held every year on 14 July. This includes a parade of colourful floats and costumes along with armed forces march in the Champs Elysees, which concludes with a display of fireworks.

The Paris Beach festival known as the "Paris Plage" is a festive event, which lasts from the middle of July to the middle of August, when the bank of the River Seine is converted into a temporary beach with sand and deck chairs and palm trees.

Musee D'Orsay

This wonderful museum was opened in 1986. It displays works of art from the second half of the 19th century (1848-1910). The original building designed by Victor Ladoux was a railway station, which was no longer used. Rather than demolish it, the French government decided to restore the exterior and alter the interior to accommodate paintings and sculptures in an unusual and impressive setting.

Notre-Dame Cathedral

This Gothic cathedral was built in the heart of Paris between 1163 and 1330, on the site of a Roman temple. It dominates the Alle de la Cite, the island in the River Seine from which Paris expanded over the centuries. There are 387 steps to the top of the tower, but the climb is worth it.

Pompidou Centre

Parisians call this amazing building the Beaubourg. It was designed by Renzo Piano, Richard Rogers and Gianfranco Franchini and opened in 1977. The building is like an inside – outside building, with all the pipes, lifts and escalators on the outside – green water pipes, yellow electricity cables, blue ventilation tubes, red escalators, lifts and walkways. At the front of the building is a huge piazza where you can enjoy street performers. The building contains a museum, a library, exhibition areas and an unpretentious restaurant, which has a lovely view over the old building of the area.

Eiffel Tower

The Eiffel Tower is the symbol of Paris but when it was built for the Universal Exhibition in 1889, it was meant to be a temporary building. It was designed by the engineer Gustavo Eiffel. It was the world's tallest building until the Empire State Building was completed in New York in 1932. There are lifts to take visitors to each of three levels, but if you feel energetic you can take the stairs to the First level (360 steps), Second level (700 steps) or even the Third level (1652 steps). At busy times it may take 2 hours to reach the top by lift because of the queues. One of the best restaurants in Paris is the Jules Verne restaurant, where you can enjoy panoramic views and eat excellent food.

Exercise 1. Read the information on Paris and render its contents briefly in English.

Exercise 2. Can you imagine yourself in Paris?



Left: Notre-Dame de Paris; right: Chapel of the Invalids.

Exercise 3. Read the text and give your impression of the Kremlin.

The Kremlin is now both a piece of living history and ensemble of masterpieces of Russian architecture. The first thing that meets the eye is the red-brick walls of the Kremlin, reinforced by 20 towers, five of which are also gates. The total length of the walls of the Moscow Kremlin equals 2.25 kilometres with a thickness varying between 3.5 and 6.5 metres. The Kremlin's towers are unique in appearance.

Built in 1485, the Tainitsky Tower is the oldest. The highest of them is the Trinity Tower, which is 80 metres tall. It's building designed by Kazakov dates back to 1782. It was rebuilt in post-war years.

The Bolshoi. The Bolshoi Theatre was opened in 1825. Its repertoire includes more than 50 operas and ballets. The theatres seats are 2.150. The company has more than 900 members.

The State Tretyakov Gallery. The gallery's works of Russian fine arts range from unique mosaics and icons of 11th century to works of contemporary artists. The gallery is named after great Russian connoisseur Pavel Tretyakov who left his collection as a gift to the nation. It has become one of the most popular places of interest in Moscow since then.

The Moscow Metro marked its 60th anniversary in 1995. It is not possible to imagine today's Moscow without its metro. The underground expresses seem to bring the outskirts of the city nearer to the centre, and make the work of the surface transport easier.

No other form of city transport can compete with the Moscow Metro.

Exercise 4. Read the text and discuss the problem of big cities in the world.

It is known that many of the world's cities are growing bigger and bigger. Tokyo, one of the world's biggest cities now has over 12 million people.

There are 16 cities in the world with a population of more 8 million people.

Moscow is one of those 16 cities. More than 8 million people live in Moscow.

Just think of it! 8 million people who all need food, water, a place to live.

But Moscow is not growing bigger. This doesn't mean that it's getting smaller. It means that fewer people live in the centre of the city and more people live in the suburbs. Every day they travel to work in the city. So they need places to live, food, water and air in the suburbs and places to work, food, water and air in the centre of Moscow.

Air! There are more cars and buses, trucks and taxis in the city every year, and there is less fresh air. They say that in many big cities the trees that grow along the city streets must be planted again every 10 years. They cannot live in the city air.

But Moscow is famous for its parks and gardens and beautiful green squares. Just think of the lilacs outside the Bolshoi Theatre at the very heart of Moscow. In spring they attract the attention of all passers-by. And the tulips by the Kremlin Wall in the beautiful Alexandrovsky Garden. In Moscow people now spend much more time travelling from home to work and back than in the sixties, which means they spend less time at home with their families but still more and more people come to live in big cities. Why?

Exercise 5. Transfer the given information from the passages onto a table.

№	Activity			
	Event	Where	When	Score
1.				

DIALOGUES «IN MOSCOW»

Ann & Nina

- What should I see first, Nina?
- You should start with the Kremlin and Red Square. I'll stop by and pick you up at your hotel tomorrow morning. Will nine o'clock be all right?
- Yes, it suits me fine. Will we see St Basil's Cathedral tomorrow?
- Sure. It's on Red Square.
- I have a picture of it at home. It's wonderful.
- Yes, I always enjoy seeing it.



- What are you going to see next, Ann?
- What should I see next?
- You're never been to the Tretyakov Gallery, have you?
- No, I haven't, although I read a lot about Russian art. Is this the gallery where they have a collection of Russian painting?
- Yes, they have the richest collection of Russian painting there.
- Can we go there tomorrow?
- Sure.

Exercise 1. Learn the dialogues by heart and carry them on in class. Render the contents of the dialogues in Indirect Speech in English.

Exercise 2. Choose and use – to see, to look at.

1. We spent a day at the Tretyakov Gallery but could not (see, look at) all the paintings. 2. At the Hermitage you can (see, look at) two paintings by Leonardo da Vinci. 3. All tourists who come to Moscow want (see, look at) the Kremlin. 4. If you (see, look at) the front wall of the Metropol Hotel you will (see, look at) Vrubel's work on it. 5. In the Kremlin people can (look at, see) the art of ancient artists. 6. (look at, see) that wonderful building on the left. Do you (look, see) the ancient monument in front of it? 7. I've never (look at, see) such a fine piece of architecture. 8. Can you (see, look at) the children playing? 9. The window is so dirty that I can't (see, look at) out. 10. In the evening we went to (see, look at) a movie. 11. Let me (see, look at) the book.

Exercise 3. Supply prepositions in the text The Pushkin Museum of Fine Arts .

The building ___ the Pushkin Museum appeared at the beginning ___ the 20th century ___ a small old Moscow street Volkhonka. The museum opened ___ 1912.

At first the museum exhibited ___ its halls copies ___ famous sculptures. Later the museum bought original masterpieces. Now the collection ___ sculptures ___ the Pushkin Museum is one ___ the best ___ the world. The building itself is an architectural masterpiece. The collection ___ paintings is not as large as the one ___ the Hermitage but the Pushkin Museum houses many originals ___ Italian, Spanish, Dutch and other famous artists. The Russian people are proud ___ the large collection of paintings ___ French artists ___ the end ___ the 19th and the beginning ___ the 20th centuries, which are ___ the display ___ the museum.

Exercise 4. Analyze the information, which is in the highlight, and use it in practice.

Exercise 5. Add some information & make up a small report and give a talk in class.

ST. PETERSBURG: UNIVERSAL CITY

Every city has something to be proud of. We believe however that St Petersburg is truly an original city. Other cities may be summarised by a few words, such as *city of canals*, or *city of lights*. But St Petersburg has been described in more ways than any other city: *Window on the West*, *Palmira* or *Venice of the North* (as early as 1738 there were already more than 40 bridges over the city's rivers & canals), *Peter's creation*, *universal city*, *city of Dostoevsky*, *cradle of revolution*, *hero city* and *city of white nights*. St. Petersburg was a planned city, a city artificially imposed by man on nature in an inhospitable and scarcely populated corner of the Empire.

In 1703, when Tsar Peter I captured the Swedish fortress of Nienshants on the Neva, the place where St Petersburg stands today was a forested and swampy area at the mouth of the Neva river. Here lived a few Finnish and Russian tribes, practising trapping and fishing.

This place became the capital of the Russian Empire, a huge centre of the Baltic Sea, one just as important to Northern Europe as the Mediterranean was for the Romans. The population of St. Petersburg was multinational from the very start.

Unlike any other Russian city St Petersburg always had a large number of foreigners living in it: Germans, Jews, Greeks, Finns, Poles and Swedes, among many others.

Traditionally, St. Petersburg was a city of great religious toleration.

On Nevsky Prospect, the city's main street, there are Lutheran, Catholic and Armenian churches. St Petersburg also had a synagogue, a splendid mosque, and Europe's largest Buddhist temple. Rome, centre of European Christian civilisation, was the City Of Saint Peter. Peter the Great named his city after the same saint. He thus announced Russia's new cultural & historic mission in Europe & the world. St. Petersburg's architecture reflects Peter's intention to build a universal city, one in which great historical epochs & styles are represented Neo-Classical, Baroque, Rococo, Empire style – the list goes on and on. Stand at the Vasilievsky Island Point, or near the statue of the Bronze Horseman on the opposite bank of the Neva, and look out the view is breathtaking.

There are few cities, which can match St. Petersburg in terms of the variety and beauty of its architecture. The flourishing of culture in Russia, especially in the 18th and 19th centuries had its epicentre in St Petersburg. As the Empire's new capital, the St. Petersburg became the official residence of the country's higher nobility.

That is why arts and culture were focused here. St Petersburg was the place where Russia's first ballet school was opened (1738: the now well-known Vaganova Academy of Russian ballet), where the first professional theatres was founded (1756) and where the first musical society was established (1778).

These beginnings were followed in the 19th century by the establishment of the Philharmonic Society (1802), the opening of the Hermitage Museum of the public (1852), the founding of the Mariinsky Theatre (1860) and the Conservatory (1862). St Petersburg was also the home of Russia's first stationary circus (1877).

The Academic Philharmonic Symphony Orchestra was founded in 1882 by decree of Tsar Alexander II, and was the first permanent symphonic orchestra in Russia. Finally, the country's first cinema opened here in 1896 (46 Nevsky Prospect). In terms of other forms of entertainment, Russia's first tennis club was founded in St Petersburg in 1888 and in 1893 the first football game was played here, at the hippodrome (Semenovsky parade-ground).

In music, opera and ballet, giant strides were made in St Petersburg by Glazunov, Shostakovich, Stravinsky, Rimsky-Korsakov & Prokofiev, among others. In terms of painting, the city produced such fecund and prolific talents as Repin, Roerich and Benois.

Outstanding dancers lived & performed here: Pavlova, Nijinsky, Karsavina, Ulanova, Makarova, Barishnikov and Nureyev. So did famous choreographers such as Fokine and Petipa. The famous impresario Diaghilev was also a product of St. Petersburg.

In terms of literature and poetry, the list is long: Pushkin, Lermontov, Nekrasov, Dostoevsky, Saltykov-Shchedrin, Blok, Mandelshtam and Brodsky. All these great writers and poets lived at some point in St Petersburg, and were inspired by the city. Many of their writings belong to what scholars refer to as *St. Petersburg test*.

If St. Petersburg was founded as an administrative centre, it soon became a huge commercial city. By the late 19th century it was one of Europe's largest ports and industrial capitals. The forces of tradition and historical continuity in St. Petersburg were not nearly as pronounced as they were in Moscow, where industry expanded through slow accretion.

Here, industrialisation occurred abruptly. Furthermore, unlike the entrepreneurs of Moscow, many of whom were Russian from the merchant estate; in St Petersburg industrialists included a large number of foreigners. This fact was reflected in the very names of their factories: Lessner, Aivaz, Nobel and Struk, for example.

And if the industrial working class in Moscow were primarily Russians from Moscow, Yaroslavl, Kaluga, and Nizhny Novgorod provinces, in St. Petersburg the work-force was far more diverse and cosmopolitan because apart from Russians it also included large proportions of Finns, Latvians, Lithuanians, Belorussians and Poles, among others.

St. Petersburg was where Russia's first steamship, the *Elizaveta*, was constructed (1815) and where the first railroad, linking St. Petersburg with Tsarskoe Selo, was opened (1817). Here, the first trolleybus in Russia was tested (1902). In 1906 the first taxis appeared *Fords*. Regular tram transportation began in 1907.

Trams travelled up & down the Nevsky Prospect until 1952. Till this day St Petersburg has the widest network of tram routes of any city in the world.

More, St. Petersburg was the home of Russia's first aeronautics park, where dirigibles were tested, as well as the home of the airplane club (1908). It was also here, at the Russo-Balt factory, that Russia's first multi-motored airplane was constructed in 1913.

In terms of education, science and technology, the city was always at the forefront. In 1828 the Technological Institute was opened. Eleven years later, in 1839, the Pulkovo Observatory was opened. The same year marked the opening of the Petersburg-Warsaw semaphore telegraph, which at the time was the world's longest: 1,200 kilometres.

In 1845, one of the world's oldest, the Russian Geographical Society was founded in St Petersburg. Russia's first higher education establishment for women opened in 1878.

Furthermore, the country's first telephone line (47 kilometres, from St Petersburg to Gatchina) began operating in 1882; the first interurban telephone line, linking St. Petersburg to Moscow, was installed in 1898. The tragic side of the city is well known.

Because of its spirit of independence it suffered more than any other city during the Soviet regime. Stalin hated Leningrad and the purges in the late 1930s – when many of the city's leading cultural, intellectual and scientific lights were murdered – were most acute here. Then of course came World War II and the 900-day Blockade of Leningrad.

Over 1 mln people died of shelling, cold and starvation. But the city survived.

It remains the only large city on the European continent, in which no foreign invader has ever set foot. It was in our city that Mikhail Gorbachev first announced his reforms in 1985. Much has changed in the last decade. St. Petersburg's integration into the world economy is progressing at a faster pace than that of Russia as a whole.

25 % of Russia's exports and 2 % of its imports pass through our city.

These figures speak for themselves. And if we add that the leaders of Scandinavian countries are currently elaborating the concept of a *new Northern Europe* – which stretches from Narvik in Norway to the Polish border – St. Petersburg's role on the continent becomes even weightier. St. Petersburg is the world's largest northerly city. It is very young, very beautiful, very tragic, very cultural and very heroic.



Top left to bottom right: Saint Isaac's Cathedral rises over the city, Peter and Paul Fortress on Zayachy Island, Palace Square with the Alexander Column, the Winter Palace, Peterhof, and Nevsky Prospekt



ST. PETERSBURG

Spring comes late to St. Petersburg. Even when the sun shines strongly in early May, the trees in the Summer Garden remain stark and leafless. Broken ice was still floating down the rivers and canals. But the harsh climate suits this city. Built from 1703 on a series of islands in the vast Neva delta, it was supreme efforts of will by Peter the Great, who knew that Russia needed access to European waters to flourish. Thousands lost their lives driving foundations into the marshy land, but soon a sprawling city of bridges and palaces and docks, mostly designed by Italian and Scottish architects, was in place. Its appearance hasn't changed much in two centuries. Along Nevsky Prospect is the Passazh, an immense, glass-roofed arcade, where fashionable residents shopped a century ago. It is back in business, selling discontinued lines of Japanese electronics and luxury goods.

Fast-food outlets have sprung up in the town centre, yet it's hard to eat well here.

The British pub on Nevsky and the Irish bar next to the Mariinsky theatre make even London pubs look cheap. St. Petersburg is pre-eminently a city of culture, immensely proud of its museums and theatres. I went to the Mariinsky (formerly known as the Kirov) to see Tchaikovsky's *Mazepa*. It was a superb performance, and even if it had been dire it would have been worth the price of admission to see this beautiful interior of gilt and green velvet. The Kazan cathedral and St Isaac's are pompous.

Go, instead, to the baby-blue-and-white Smolny Monastery. Designed by Rastrelli, who also built the Winter Palace in the 1760s, it is a brilliant fusion of Italian Baroque with Russian motifs: stylishly angled towers are capped with onion domes. The church is now used for concerts of Russian church music, but other old churches, such as St Nicholas's and the Nevsky Monastery, are still used for worship. At the Nevsky, officious priests shoo weary tourists off the church steps, but take refuge in the adjacent cemetery, where Dostoevsky and Tchaikovsky are buried. The Tsars are buried in modest white tombs in the Peter and Paul Fortress. I first visited the Hermitage, the art museum spread over 900 rooms in five palaces, in a school party. This time I went solo & lingered, feasting my eyes on the magnificent vulgarity of the state rooms, heavy with gold and malachite, room after room filled with ravishing Cezannes, Monets and Gaugins, Picassos and Matisses – at least one room for each. Then on past *Madonnas* by Da Vinci, Caravaggio's *Lute Player*, Watteaus & Rubens, Rembrandts. That's just the paintings. Looking for Rodin sculptures, Egyptian mummies, Caucasian gold, Russian gems, Austrian porcelain? They have them. Russian art gets a palace to itself in the 100 rooms of the Russian Museum.

There are dozens more museums for the insatiable – St Petersburg is a walker's city.

Only on foot can you approach the immense equestrian statues in the heart of the vast plazas, and enjoy the changing vistas as you cross bridges from the Winter Palace to the Peter and Paul Fortress, with its golden needle spire. Follow the canals south of Nevsky Prospect and you reach a district of 19th-century tenements around Sennaya Square, scarcely changed since Dostoevsky lived here and wrote *Crime and Punishment*.

In Dostoevsky's day, the squalor of this district existed alongside some of the most opulent palaces in Europe. Today you can leave the Passazh, laden with perfume & champagne, and walk straight past old women offering kittens and puppies for sale. The new St Petersburg, like the old, remains a city of stark and intriguing contrasts.

Exercise 1. Make notes of your new knowledge about St. Petersburg.

Exercise 2. Translate the words and phrases according to the topic.

Metropolis; great business metropolis; the world's great metropolises; the metropolis; municipality; municipal government; self-government; self-administration; home rule; borough; the City; Vatican City; to blow / skip town; boom town; ghost town; jerkwater town; market town; sleepy town; out of town; one-horse town; the town; to paint the town red; town and gown; on the town; night on the town; to go to town; country town; town planning.

Exercise 3. Read the text in «Ancient Novgorod» and digest its contents.

A trip to Novgorod. *Why to Novgorod?* you may ask. *What's so special about it?*

I believe a trip to Novgorod is a wonderful journey into Russia's history...

The city of Novgorod was first mentioned in chronicles in 859 A.D. If you arrive in Novgorod by train, it does not strike you as an ancient city at first sight – everywhere there are new modern buildings – houses, cinemas, shops, cafes and so on. All of them were built comparatively recently on the ruins left by World War II. Then suddenly you notice surprisingly a graceful church at the end of the street, a cathedral at the end of another, and another old church in a third street. Novgorod is planned in such a way that the cupolas of its churches and monasteries and the towers of its Kremlin can be seen from every street and every square of the city, wherever you happen to be.

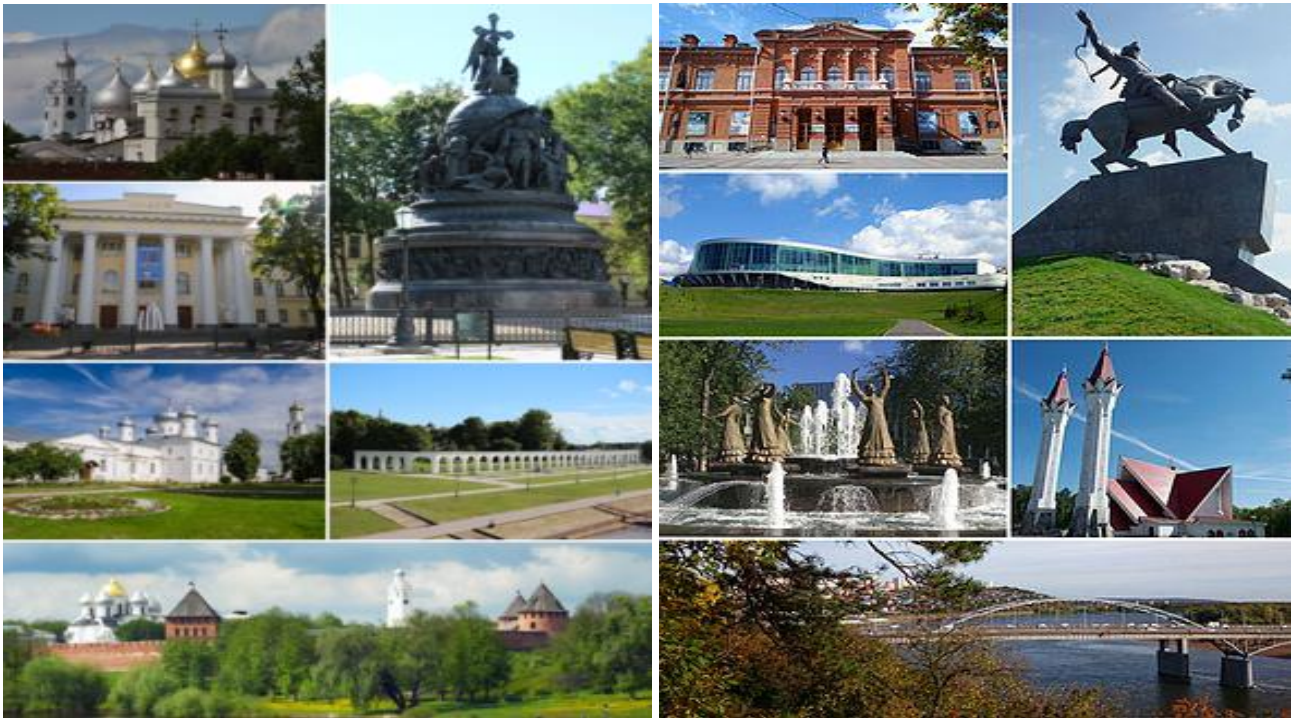
And all of them are wonderful monuments of the architecture, painting and culture of old times. I think no other ancient town of Russia has preserved so many splendid examples of Russian architecture and monumental paintings of the 11-17th centuries as Novgorod. There are many monasteries in and around the city.

I'll mention only the 12th century Yuryevsky Monastery. Its cathedral was built by a Russian master in 1119. Massive and towering, it looks like a group of knights in helmets on the lookout for the enemy. Many people come to Novgorod to admire the frescoes by Theophanos, the famous Byzantine artist. The images on his murals are very expressive.

You will be impressed by the Kremlin, this traditional landmark of all ancient Russian cities. It is in the centre of Novgorod. The simple walls and towers of the Kremlin surround a great many unique relics of different eras. It is an unforgettable place. A guide will tell you a lot of interesting things about Novgorod & of its architectural monuments. He will tell you the legend about the Novgorod *guest*, the merchant Sadko. The poetic legend inspired Rimsky-Korsakov, the well-known Russian composer, to write the opera *Sadko*.

I'm sure, when you hear the wonderful melodies of this opera again; you will remember that splendid museum city of Novgorod.





Exercise 1. Supply the correct forms of the verbs.

The Hermitage Museum (to be) one of the world's greatest art galleries. The rich collection of the Hermitage (to attract) very many people every year. The museum (to have) the largest collection of paintings by Impressionist artists.

Among the most famous exhibits (to be) two Madonnas by Leonardo da Vinci. I (to be) to this museum and (to call on) the Director of the Hermitage. He (to say): "We (to have) over 2.500.000 exhibits. If somebody (to want) to look for a minute at each exhibit in our 400 rooms it (to take) him 12 years to see all the exhibits." I (to ask) the Director how the museum (to get) such a big collection.

Many exhibits (to be) the royal collection before the Revolution. To us the history of the Hermitage Museum (to begin) in 1764 when Catherine the Great (to purchase) 225 paintings in the West. This is how we (to get) paintings by Rembrandt, Rubens and Van Dyck. Our French impressionists (to come) from private collections. After the Revolution part of the collection (to go) to Pushkin Museum.

Exercise 2. Make the sentences below as true (T) if they give the message of the text, and false (F) if they change the message.

1. The city of Novgorod was first mentioned in chronicles in 1059 A.D. 2. Novgorod is planned in such a way that the cupolas of its churches and monasteries and the towers of its Kremlin can be seen from every street and every square of the city. 3. And all of them are wonderful monuments of the architecture, painting and culture of recent times. 4. No other ancient town of Russia has preserved so many splendid examples of Russian architecture and monumental paintings of the 15-17th centuries as Novgorod. 5. The 12th century Yuryevsky Monastery was built by a Russian master in 1219. 6. The simple walls and towers of the Kremlin surround a great many unique relics of different eras. 7. The Hermitage Museum is one of the world's greatest art galleries. 8. Many exhibits are the royal collection after the Revolution. 9. Minsk is over 1000 years old. 10. Practically all buildings were destroyed during the Second World War.

Exercise 3. Read the information on Minsk and retell it.

Alex is a guide today. He is showing his friend around Minsk. This is what Alex is telling his friend: "First of all, I'd like to give you a few general facts about Minsk. Its history goes back to the 11th century. So Minsk, let me see, is over 900 years old."

Today Minsk is the capital of Byelorussia. It is also the main economic and cultural centre of the country. We are now in the central square. On your left you can see the Government House.

The building on your right is the Byelorussian State University.

Further down the square is the Medical Institute. In fact, there are 14 institutions of higher learning in Minsk. It can be said that Minsk is a big University campus...

That attractive building over there is the Town Hall... Now let's go along the city's main street. The impressive building to the right is the Central Post Office. The building on the opposite side is the Minsk Hotel. As you can see all the buildings in Minsk are quite modern. The thing is that during Nazi occupation Minsk was completely ruined.

Practically all buildings were destroyed. Very few of them were saved from destruction by underground fighters. After the war was over we had to start from scratch.

It was a difficult task to restore Minsk from ruins. But we did it. We are now in Victory Circus. The monument in the centre of it was erected in honour of the Victory of the Soviet people in the Great Patriotic War. The Byelorussians fought courageously against fascism. Every fourth citizen of the country was killed during the war.

Well, Minsk has grown greatly during the last 20 years. Today it has a population of over 1,600,000 people. And it is growing very fast. A big city like ours has, of course, big problems. We have done a lot. As you can see we want to make our city a nice place to live in. Let's have a stroll in the park, shall we? By the way, that large building over there is the Opera and Ballet House. Actually, I have an idea.

What about going to the theatre tonight? I think we ought to go to the Yanka Kupala Drama Theatre. To my mind it's the best. Of course, I don't mean to say other theatres are worse. They are quite popular, too. I forgot to tell you about our industrial enterprises. You know, Minsk produces everything from MAZ trucks and tractors to computers and electronic watches.

Let's go to the National Exhibition of Economic Achievements. You will see everything for yourself. It's only about five minutes' walk from here."



Exercise 4. Translate the dialogues into English.

- Перепрошую, чи правильно я їду до площі Дюпона?
 - Ні. Цей автобус прямує не туди. Вам треба буде пересісти на 12-й автобус на зупинці Авеню Коннектикут.
-

- Що мені варто оглянути завтра?
 - Ви вже бачили Капітолій?
 - Ні. Я планую оглянути його та Бібліотеку конгресу завтра.
 - Я можу заїхати за вами і ми поїдемо разом.
 - Дякую. Я буду дуже радий.
-

- Перепрошую, я заблукав. Не підкажете, як пройти до найближчої станції метро?
 - На жаль, я не тутешній. Зверніться краще до поліціанта.
-

- До речі, які у вас плани на суботу?
 - Жодних особливих планів у мене нема.
 - Давайте підемо оглянемо пам'ятки.
 - Із задоволенням. Дякую.
-

Exercise 5. Learn the dialogues by heart and carry them on with your classmate in class. Render the contents of the dialogues in Indirect Speech in English.

Exercise 6. Translate the words and word-combinations given in the brackets and render the contents of the text in English.

If you have some free days and some money (у вашому розпорядженні) make a trip to Tallin. (У вас займе) an hour and a half by plane or 10 hours by train (щоб дістатися туди). You will (захоплюватися) old and new buildings, you will go to Vyshgorod and from here you (відкривати прекрасний краєвид) of the city. You will walk along (старовинні) narrow streets and (у вас буде враження) that you are walking through a museum. Tallinn (дійсно схожий на) a museum. People who live there (захоплюватися) the Town Hall and its (старовинний) square. (пам'ятати відмінно) that this square (схожий) a marble hall, because the houses are standing symmetrically around it.

I want (згадати) Oleviste Church, which was the highest in the 13th century.

So don't forget to come up to it and (огляньте її). You (справити враження) by it. If (вам пощастило) you will get into one of the Tallinn cafes which always (переповнений).

There you (будет возможность взять) some (розкішні) Estonian dishes. (Вам пропонуватимуть) many national dishes, (выбирають) any of them – all of them are (відмінний). After that if you (у вашому розпорядженні є час) you should (скористатися можливістю), (щоб піти) to the new part of Tallinn. There you will see wide streets and (виробляти глибоке враження) modern buildings. (Коротше кажучи, з моєї точки зору) your visit to Tallinn will be a (незабутні враження).

Exercise 7. Analyze the information, which is in the highlight, and use it in practice.

Exercise 8. Add some information & make up a small report and give a talk in class.

Exercise 9. Read the information & pick up the essential details in the form of quick notes.

Exercise 10. Translate into English.

1. Петербург – одне з найгарніших міст світу. Це великий індустріальний центр Росії. Його населення – більш ніж 3,5 млн. осіб. Місто розташоване на річці Неві. Петербург також є значним морським портом. Він славиться своїми палацами, пам'ятниками та парками. Щороку тисячі туристів приїжджають до цього чудового міста.

2. Нью-Йорк – місто островів; основною його частиною є острів Манхетен. Нью-Йорк – це місто хмарочосів і хрущоб Гарлема, це місто величезних контрастів. Коли ви знаходитесь на П'ятій авеню між 34-ою і 58-ою вулицями, важко повірити, що за півгодини їзди звідси розташований Гарлем із його брудними вулицями і старими будинками. Важко також повірити, що велика частина негритянського населення Нью-Йорка живе у цих хрущобах. Нині більшість білого населення живуть за містом.

5. Середньовічне Старе місто Таллін відоме у всьому світі своєю справжньою Ганзейською архітектурою. Дивовижний вид мощених кругляком вулиць і будівель, найстаріші з яких були побудовані ще в 11 столітті; відвідування місцевих галерей і музеїв, відпочинок в маленьких затишних кафе і ресторанах та пам'ятні сувеніри на Ганзейських ярмарках залишать незабутній слід.

Exercise 11. Translate the sentences into English.

1.
 - Excuse me, but can you direct me to the Concert Hall?
 - Концертна зала зовсім поряд. Ідіть ліворуч і за 10 хвилин ви будете там.
 - Many thanks.
 - Прошу.
2.
 - Excuse me. How can I get to the Drama Theatre?
 - Йдіть прямо, потім поверніть праворуч, ви побачите театр з лівого боку.
 - Thanks a lot.
 - Прошу.
3.
 - How can I get to the Picture Gallery?
 - Я думаю, вам краще поїхати автобусом №5. Зупинка за рогом.
 - Thank you. How long will it take to get there?
 - Не більш ніж 20 хвилин. Це не дуже далеко звідси.
 - Thank you for the information.
 - Прошу.
4.
 - Is the Fine Arts Museum far from here?
 - Так, досить далеко. Шість-сім кварталів. Видійдете туди хвилин за 25.
 - Thank you very much.
 - Прошу.
5.
 - How long will it take me to get to the Exhibition?
 - Хвилин 20 на таксі.
 - Can I get there by tube?
 - Так, звичайно. Але вам треба буде зробити пересадку.
 - Thanks a lot.



KIEV

Kiev (population 2,616,000) is the capital and largest city of Ukraine. The city is the political, economic, and cultural centre of Ukraine. It lies in north-central Ukraine on the Dnipro River, in a rich agricultural and industrial region. The central area of Kiev lies on the hilly western bank of the Dnipro. There buildings dating from the Middle Ages to the present stand near each other. Landmarks of Kiev include St. Sophia's Cathedral and the Golden Gate of Yaroslav the Wise, both completed in 1037.

The Monastery of the Caves, which has a network of catacombs, also dates from the Middle Ages. The Mariins'kyi Palace and the Church of St. Andrew, both built during the mid-1700's, are important examples of the architecture of that period. Kiev is known for its attractive parks and famous Main Boulevard, Khreschatyk Street.

The city has a number of colleges, universities, and research institutes. Kiev also has many museums and theatres. Kiev is a major manufacturing and transportation centre.

Its chief products include chemicals, clothing, footwear, instruments, and machinery.

The city is an important highway and railroad junction, an air transportation hub, and a busy river port. Kiev's beginnings go back to the Stone Age.

There is a legend about founding of Kiev. Once there were three brothers, Kyi, Schek and Khoryv, and they had a young sister Lybed. They founded a city on the hills and called it Kiev after the eldest brother.

It is believed that Kyi did exist – that he was a Prince of the Poliane tribe and lived in the 7th century. The city was founded by Slavic people, possibly as early as the A.D. 400's. In 882 Prince Oleh of Novgorod, having seized Kiev, was known to have said: "This will be the mother of all Russian towns!" The Novgorod principality united with that of Kiev, and the town was made the capital of a unified Russian state.

Kiev prospered as a trading centre and, during the late 800's became famous as the capital of the first East Slavic State, called Kievan Rus.

By the 1000's, Kiev was one of Europe's greatest centres of commerce and culture and known as the rival of Constantinople. Kiev remained the capital for nearly three centuries. Gradually other feudal centres came into being. The independent princes undermined the authority of the Grand Duke of Kiev and led to disintegration.

In December 1240 the Mongol-Tatar forces led by Khan Batu besieged Kiev.

Mongol invaders destroyed much of the city in 1240. It was only by a miracle that the Cathedral of St. Sophia, St. Michael's Monastery and the Golden Gate survived the invasion half-ruined. The Mongol-Tatars ruled Kiev more than a century. Kiev was rebuilt in the 1300's. It came under Lithuanian rule in 1362 and under Polish rule in 1569. Russia regained control of Kiev in 1654 after the Pereyaslav Rada /Council/ adopted a decision on the reunification of Ukraine and Russia.

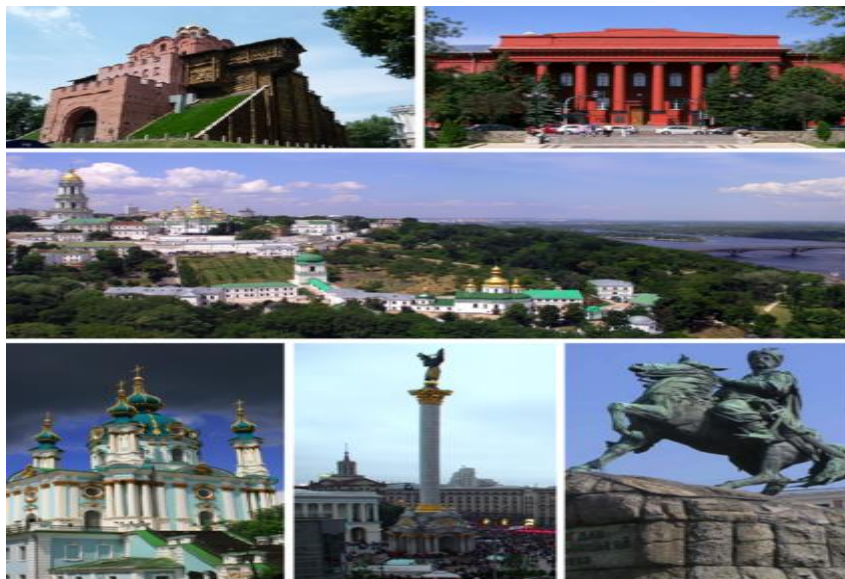
In 1793 the two parts of Ukraine united within the Russian State and in 1797 Kiev became the capital of the Kiev, Volhynia and Podillia Provinces. In 1632 the Kiev Mohyla Academy was founded. The great Russian scientist Mykhailo Lomonosov, the outstanding Russian philosopher Grygory Skovoroda, and the historian Dmytro Bantysh-Kamensky were all students of the Kiev Academy. In 19th century Kiev became the chief centre of the economic, political and cultural life of Ukraine. In 1805 the first theatre was opened. The great Russian poet Alexander Pushkin lived in Kiev for a while during 1821. Kiev University was inaugurated in 1834. In January 1846 the *Cyril and Methodius Society* was founded in Kiev. Taras Shevchenko, the outstanding Russian poet, was the leader of its wing. After the fall of tsarism in 1917-1918 the Provisional Government and the Central Rada under M.S. Grushevsky /1866-1934/ established in Kiev. In 1918-20 Kiev became the scene of the fierce battles of the civil war.

From 1941 to 1943, during World War II, the city was occupied by the German army and was badly damaged. It was rebuilt after the war and has grown rapidly.

In 1986, an explosion and fire occurred in a nuclear reactor at Chernobyl, near Kiev. In 1991 the Russian republic declared itself an independent nation and Kiev became the capital of independent and sovereign Ukraine.

Exercise 1. Read the information & pick up the essential details in the form of quick notes.

Exercise 2. Summarize the information briefly in English.



From upper left: Golden Gate, Red University Building, Kiev Pechersk Lavra, St Andrew's Church, Berehynia on Maidan Nezalezhnosti and statue of Bohdan Khmelnytsky



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CHAPTER II. TRAVELLING BY RAILWAY

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INTRODUCTION

Millions of people all over the world spend their holidays travelling. They travel to see other countries and continents, modern cities & the ruins of ancient towns, they travel to enjoy picturesque places, or just for a change of scene. It is always interesting to discover new things, different ways of life, meet different people, listen to different musical rhythms.

Those who live in the country like to go to a big city and spend their time visiting museums & art galleries, looking at shop windows and dining at exotic restaurants.

City dwellers usually like a quiet holiday by the sea or in the mountains, with nothing to do but walk and bathe and lay in the sun.

Most travellers and holiday-makers take a camera with them & take pictures of everything that interests them – the sights of a city, old churches & castles, views of mountains, lakes, valleys, plains, waterfalls, forests; different kinds of trees, flowers & plants, animals and birds. Later, perhaps years later, they will be reminded by the photos of the happy time they have had. People travel by train, by boat and by car.

All means of travel have their advantages and disadvantages. And people choose one according to their plans and destinations. If we are fond of travelling, we see and learn a lot of things that we can never see or learn at home, though we may read about them in books and newspapers, and see pictures of them on TV. The best way to study geography is to travel, and the best way to get to know and understand the people is to meet them in their own homes. Much of the discussion surrounding Alternative Tourism concerns itself with the problems of mass tourism & Third World Countries & with the issues of congestion, pollution, misuse of society's resources that result from masses of tourists trying to enjoy their leisure time in environments away from, different than, their places of residence. Similar challenges for tourism appear in industrialized countries as well, and these perhaps more often are related to overcrowding: too many people wanting to travel to, and enjoy, the same destinations at the same times of year.

Though presently relatively unimportant as a transportation mode for tourists in Europe, the train, which has existed for nearly two centuries, still fascinates and attracts many passengers and aficionados today. The train was instrumental in the creation of mass tourism when, in the mid-19th century, James Cook became the first tour operator, chartering trains for tour groups in England and on the continent. Although the train has improved as a means of transportation over the years, in this century its previously dominant role has been seriously undermined by the automobile, the bus, and later the airplane. As a result, its relative position as transportation has considerably diminished.

Today the train still plays an important role in society, but its role as a passenger carrier has clearly declined in industrialized countries. In the USA, trains are considered a second-rate means of passenger transportation. In Western Europe, trains hold a valuable market share of passenger traffic primarily because of policies of protectionism and subsidization by the respective governments. In the countries of Eastern Europe, because of lower income levels, the train remains an essential transport medium.

In Europe, the train still has a role in tourism, although a modest one. In Western Europe it draws a market share of under 5% in tourist transportation. The automobile holds a tourist market share of about 80%, though this varies somewhat from country to country.

Considering the strategic role of railways in Europe, respective governments or private sector interests have shown an ongoing willingness to invest in new developments, such as with the Channel Tunnel project beneath the British Channel between France and Great Britain. There are plans for railways on a trans-European scale with new tracks for high-speed trains, parts of which have already been constructed in France and Germany.

In densely populated Europe, therefore, the train should and likely will return as a valuable and more important means of transportation. Train transport is less damaging to the environment and less injurious to nature and mankind than the alternatives.

In advanced Western European countries, the leisure hours per person are increasing.

New labour contracts generally show a diminishing number of working hours in the future than in the past. Instead of the traditional 40-hour week, more and more labour contracts are agreed worker with 38- hour, 36-hour, or even 32-hour weeks.

Besides, the average worker receives 20 to 25 paid holidays per year, depending on age of worker and type of job. In some countries, like the Netherlands, there is a bonus system in which the worker gets an 8% bonus of yearly salary as additional holiday income.

As a consequence of increased leisure time and higher living standards, leisure -time mobility has surged during the last half of the 20th century, and the growth in holidays has played an important role in this trend.

In the countries of Switzerland, Sweden, Norway, Denmark, the Netherlands, at least 70% of the population goes on holiday one or more times per year.

In general, the use of trains for domestic tourism is greater than for tourism abroad. The tendency in recent years, however, has been to increase holidays abroad, and the market share of trains for tourist travel decreased through the 1980s.

In Belgium, Switzerland, Germany, and the Netherlands, more than 50% of all holidays are spent abroad.

Exercise 1. Choose the keywords and phrases that best convey the gist of the text.

Exercise 2. Analyze the facts in the exercise.

It is likely that the bulk of tourists travelling by train include:

- young people without a car or a driver's license;
- elderly people do not like the hectic traffic on motorways;
- people who feel much safer with the public transport, because they don't have to be responsible for the organization of private transportation plans;
 - people who prefer to travel in the cheapest way, and in many cases train travel is the most economical;
 - train lovers prefer train, even when other travel facilities are cheaper or easier;
 - special interest groups, such as tour operators who organize holiday travel by train, especially when trains have the advantage of going directly to major European cities;
 - people, who consider trains a preferred alternative for travel in their leisure time; people, who like to see the landscapes, meet the locals, and smell the countryside.

Exercise 3. Analyze the information, which is in the highlight, and use it in practice.

Exercise 4. Add some information & make up a small report and give a talk in class.

TRAVELLING TO ENGLAND

One of these days you may find it possible to visit England. From the moment you go on board the ship that is to take you to an English port, or the airliner that is to fly you to London, you will see signs and notices that will give you useful information and warnings. Here are some examples and explanations that will help you.

If you come by air, you will see when you take your seat in the plane, a notice that says: *no smoking; fasten seat-belts*. Smoking is forbidden while the plane is on the ground, while it is taking off, and until it has risen to a good height. Fastened to the sides of your seat are two leather belts or straps. The ends of these must be fastened together so that the belt is across your lap. When the plane is well up in the air, the light behind this notice is switched off. You are then allowed to smoke and may unfasten your seatbelt. The notice will appear again when the plane is about to touch down.

If you come by steamer, you will see numerous notices. There will perhaps be arrows (→) to show you which parts of the ship are for first-class passengers and which parts are for tourist-class passengers. Large rooms in a ship are called saloons, so when you see *dining-saloon* you know where to go when it is time for lunch.

You may see a notice *to the boat deck*. This is the deck where you will find the boats that can be lowered to the water if there is any danger of the ship sinking.

On the boat deck you may see some steps going up to the bridge, where the ship's officers are on duty. Here there will probably be a notice: *passengers not allowed on the bridge*. When your steamer gets into harbour at Dover, or Harwich, or Southampton, or any of the other ports to which steamers sail, you will see more notices. When you land, you will see a notice: *to the customs*.

When you enter the Customs shed the officer there will give you a printed notice.

This will warn you that you must declare to the Customs officer the quantities of tobacco, cigars, cigarettes and alcoholic drinks that you have with you.

Unless you are dishonest, the Customs officer will not keep you long. He will chalk your suitcases and bags, and you will pass on. There will be a notice telling you where your passport will be examined. Then you can follow the arrow that says, *to the trains*, and you will soon be in the railway station where the train is waiting to take you to London.

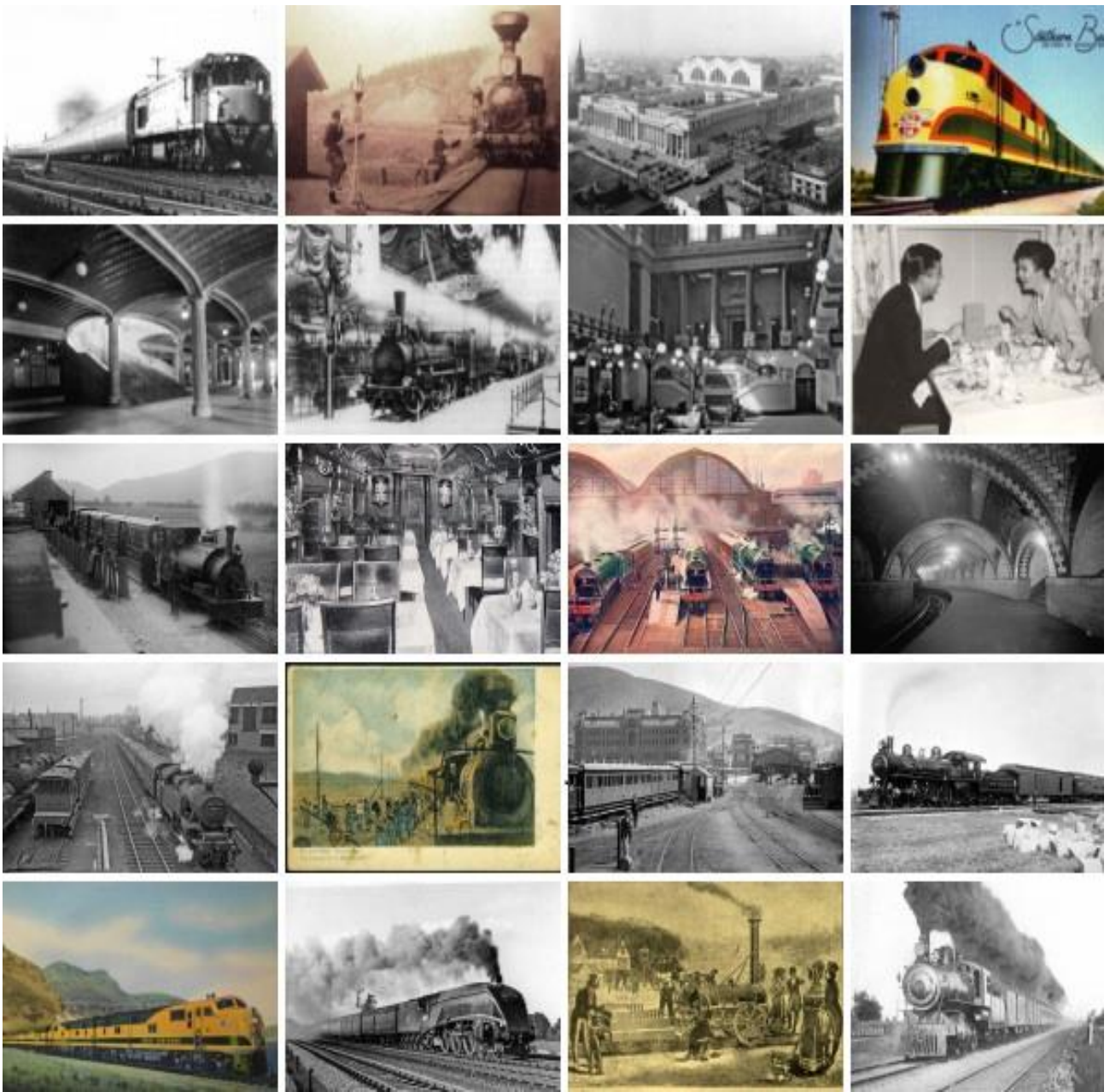
There are many notices in a large railway station. You may see *entrance* and *exit*, or perhaps *way in* and *way out*. In a large station there will be a *waiting room* where you may rest until it is time to board your train. If you want something to eat or drink while you are waiting, you will go to the *refreshment room*.

If you do not know the number of the platform from which your train will leave, look for the notices of *arrivals and departures*. These will tell you the number of the platform. In some stations it may be necessary to cross the line. You will probably see a notice, *cross the line by the bridge*. Perhaps you will see *platforms 5, 6, 7 and 8 over the bridge*.

Active vocabulary

Possible, to visit, to go on board the ship, port, airliner, to fly to, to see signs, to notices, to give, useful information, explanations, to help, to come by air, to declare, dishonest, to chalk, suitcases, passport, the railway station, to board a train, platforms.

Exercise 1. Choose the keywords and phrases that best convey the gist of the information.



TRAVELLING BY TRAIN

Modern life is impossible without travelling. Of course the fastest way of travelling is by plane. But many people make their choice on travelling by train as with a train you have speed, comfort and pleasure combined. Travelling by train is of course slower than by air but it has its advantages. If you are going to travel by train you'd better book seats beforehand because many people are fond of travelling by train.

There are some reasons why people choose railroad. Train is the cheap means of travelling. If it is summer outside it will be better to think of your trip before the vacation starts. To understand how true this is, you only have to go to a railway station.

There you will see hundreds of people hurrying to catch a train. You'll waste a lot of time standing near the booking-office trying to buy a ticket. Modern trains have very comfortable seats in all passenger cars, and there are sleeping-cars & dining-cars which make even the longest journey enjoyable. You can buy first-class, second-class and third-class sleepers in a separate compartment. If you are early before the train starts you can leave your suit-cases in the compartment and walk up and down the platform.

Some people forget when and from which platform and track their train will be off. They can always ask for the track, platform and train numbers at the railroad station information bureau and also get information about next trains and their schedules.

There are *express*, *slow* and *long-distance trains*. If you want to go somewhere and get there as quickly as possible you'd better know that express trains only stop at the largest stations while slow trains stop at all stations. You can get to far countries only by a long-distance train. Once you are in your compartment you have to ask the guide to bring in the bedding. There are usually two lower & two upper berths in a third-class sleeper compartment. Some people like to occupy upper berths because it is more convenient & exciting to travel. During your way on the train you can read newspapers, books, look out of the window, drink the tea, and communicate with your neighbors or sleep. I prefer to look out of the window, because you can see the country you are passing through and not only the clouds as when you are flying.

You can have something to eat at the stations when the train makes stops.

Though we all seem to agree that the future belongs to air transport, the railroads today still carry a lot of passengers and goods. Train travel is easily the most underrated form of long-distance travel out there. Air travel certainly has its ups and downs; long car trips can easily go awry. But train travel? Under most circumstances, is stress-free.

Of course, trains can't get you everywhere – they can't cross oceans, and many remote areas don't have access to them. But for traveling from city to city within a continent, they're pretty great. Here are nine reasons you should consider taking a train to your next destination. In the U.S., trains aren't cheap. But in general they're cheaper than flying, especially short distances. In addition, many railway services offer discounts that you'll never see airlines touting. Train prices are also generally pretty stable, so there's no need to track price trends as you would for airfare.

Air travel involves a lot of waiting in lines – check-in, security, and boarding lines.

Those lines can drive any innocent traveler to the brink of his or her sanity. Train travel eliminates those lines.

Most railway services do not involve check-in, and have self-service ticket kiosks or use e-tickets instead and trains rarely have TSA-style security. There may be a line to board, but it should go quickly. For the most part, you just arrive and walk on to your train.

There's something old-school and charming about riding trains. Between the food car, the conductors, and the world flying by outside your window, there's a nostalgic appeal to train travel. With no take off, landing or seat-belt signs, you're not stuck in your seat for endless amounts of time. You can move about the train as frequently as you wish. Since someone else is doing the driving, you're free to eat, drink, nap and get up to stretch your legs whenever you like. You'll also never have to turn off your electronics or listen to a flight attendant give the safety spiel.

Train rides are smooth and turbulence-free, meaning they won't jostle the contents of your luggage or your stomach. Seats are usually roomy enough – certainly roomier than the back seat of a car or an economy-class airplane seat.

Generally, trains aren't picky about how much luggage you bring on, as long as you can handle it yourself (and some services, like Amtrak, have free [red-cap](#) service that will help you when needed). Traveling by train can be incredibly scenic. You can see cities, mountains and rivers from the seat of a train. Train travel is just an all around better, more relaxing experience than its air and car counterparts. While those are mainly about getting from point A to point B, trains are about the ride.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Choose the keywords that best convey the gist of the information.

Exercise 3. Define the key points.

Exercise 4. Transfer the given information from the passages onto a table.

No	Activity			
	Event	Where	When	Score
1.				



TRAVELLING BY RAILWAY IN GREAT BRITAIN

The United Kingdom's railway network is the oldest in the world, having existed since 1830. Unfortunately, the network has suffered from lack of planning and near constant meddling by politicians for much of its 180-year existence, and as a result, the system is full of irritating quirks and idiosyncracies – something which is apparent after the traveller has experienced the efficiency of rail travel across the rest of Europe.

Most railways in Great Britain (England, Scotland and Wales) operate under a public-private ownership umbrella, where privately owned train companies operate services in particular regions or along certain routes, whilst the infrastructure itself is operated and maintained by a government controlled company called Network Rail. Railways in Northern Ireland are separately run from the railways in Great Britain.

In Northern Ireland, trains are operated by Northern Ireland Railways (a division of the state-owned Northern Ireland transport company "Translink"). For most long distance journeys, however, it is by far the least stressful way of getting around the major population centres on the island – arguably a better experience than using domestic air travel – and once you learn how to book tickets in advance - it is often the cheapest.

The UK's rail system point-to-point tickets, regional passes and season tickets are your main options when travelling by rail. Britrail and Inter-Rail passes are also valid on the UK rail network, but these must be purchased before arrival in the UK.

Britrail and Inter-Rail passes also need to be validated (stamped) at a station Travel Centre before you can use them.

Ticket Types

There are three basic types of ticket – known as *advance*, *off peak* and *anytime*. Peak hours are usually regarded as 7:00-9:30(a.m.) and 16:00-18:00 (4:00-6:00 p. m.).

Advance tickets are the cheapest tickets, and as the name suggests, must be booked in advance between 12 weeks to 1800 hours on the day before the date of departure and are only available as single, one way journeys. However, the most important thing to remember about *Advance* fares is that *they are only valid on the date and specific train time printed on the ticket*. If you travel on a different train your original ticket is void; you will be obliged to pay the full open. A guaranteed seat reservation is a feature of *Advance* tickets, although as mentioned above *Advance* tickets can be hard to find on peak-time services – Friday / Sunday services in and out of London are the worst culprits.

Off peak tickets are available on the day of travel, as single & return, for travel outside peak hours and can be bought up to a year in advance, but accompanying seat reservations are again only available from 12 weeks before the service departs.

These are usually about half the price of the equivalent *Anytime* fare, and if bought as a return – often require that the return journey is done within one month of the outbound.

Shorter distance tickets (eg. London – Oxford) have a cheaper off peak day variant where the return must be made the same day: this is ideal for day trips. You are entitled to a free seat reservation on most long distance services if you hold an *Off Peak ticket* – *but they are not always issued automatically*. Fortunately this can be done free from 12 weeks to 3 hours before the departure time at the origin station of the service. *Anytime* tickets are the most flexible, but also the most expensive.

They are available as either one-way or return, and allow travel by any train, and any operator and carry few restrictions on where you can change or what line you need to travel on. Like Off Peak tickets, these come in an *Anytime Day* version and the restrictions are the same. For journeys over 50 mi or so, the Anytime tickets are very, very expensive because they are aimed at business travellers and visitors will find that it is much, much better to plan on using Off-Peak tickets rather than Anytime. For typical journeys like Birmingham, Bath, York and Edinburgh, the off peak tickets often offer a 2/3rds reduction from the Anytime price! However, buying tickets in advance can be handy if you intend to travel at peak time when ticket offices can have long queues.

As mentioned above, the rules on Off Peak tickets vary across operators, routes and regions and some are barely fathomable to even the British, never mind visitors from overseas! Most of them are not written down anywhere although the ticket websites such as the trainline do give accurate indications of which train each ticket type is valid on if you are planning ahead. To make matters worse the rules are policed in different ways depending on which you are travelling with – punishable by being asked to leave the train at the next stop, through to a penalty fare or in the worst case – prosecution!! The key things to remember are: If the words *Any Permitted* appear underneath *Route* on the ticket, this means there are fewer restrictions on where you can change trains, or which operator's services you use. This is normally a feature of Anytime, and most Off-Peak tickets

Don't try and Travel Short at Peak times! Bizarrely – it can be cheaper to travel further in Britain at peak times – a good example of this is that advanced fares to certain little used stations on main lines can be cheaper than one serving a major town, even if is further away – bringing with it the temptation to buy a cheaper ticket to the farther station, but still getting off at the closer one. This is against the National Conditions of Carriage (NCoC) and if you get stopped at a ticket barrier check on your way out then you run the risk of being prosecuted – *so don't do it!* Anytime tickets on First Class are aimed at business travellers and are therefore very, very, very expensive – running into hundreds of pounds on long distance journeys and the premium price isn't usually worth the benefit. It's almost always cheaper to fly than use these tickets!

A wide selection of *Rover* and *Ranger* tickets is available in most regions of England; these allow unlimited travel within a specific geographical area for periods from one day to one week, ideal for tourists wanting to explore every nook and cranny of their destination. Popular versions of these passes are available for Scotland and Wales as well and they offer excellent value for money if you are planning on making at least one train trip a day.

Season tickets are only available for short to medium-distance rail, or where the TOC offers a long-distance option, and can be valid for periods from one week to one year. Season tickets can only be purchased at a station ticket office and only within a certain time period prior to validity (usually between on the day and up to 3 days prior).

These are useful if you intend to make more than three or four journeys on the same route within a seven day period. If you live in Europe, but outside the UK, you might consider an Inter-Rail pass; you must have been a resident of another European country for at least six months and you must buy the pass outside the UK. The pass is not valid in the country of issue. There are various other kinds of railpass, such as *Explore Wales Pass*, *Freedom of Scotland*, which can be bought within the UK. It is very inconvenient to board a train to discover most of the seats are reserved.

Reservations can be made at any station, but ideally they should be made at least 24 hours in advance. However, they can be made up to 2 hours before the train leaves the first station of its journey.

Oyster (Greater London)

From January 2010 onwards, the Oyster smartcard *Pay as You Go* system now extends to most National Rail routes within the Greater London boundary.

Fares are the same therefore, as if you were taking an equivalent Tube journey from the central area to the outer Zones, and are therefore cheaper than buying paper tickets from the station of origin. Note that many of the stations in outer London suburbs do not have automatic ticket gates – so it is vitally important to remember to *touch in* and *touch out* in order to take advantage of reduced Oyster fares, and to make sure your card is properly validated before travelling. If you do not touch out at the end of journey, you will be charged the maximum fare. It is theoretically permissible to leave the train at the last possible station to *touch out* and then use a paper ticket to continue your journey from that point onward on the next train – although this usually not worth the hassle.

The hub of the system is London, from which the five primary high speed main lines radiate to the major population centres and regions – most of which reach also into Wales and Scotland in some way or another. By saying *high-speed* this is of course by British standards, not European. Trains in the United Kingdom are limited to 125mph (200km/h) unlike many other European countries.

Most longer-distance services have both standard and first class coaches. Entrance to dining cars is restricted to first class passengers on some lines but not all, and the number of dining cars is being cut back severely so make use of them whilst they survive!

National Express gives priority to first class diners and their meals are usually good and no more expensive than a reasonable restaurant, although they often don't have all the menu choices and negotiation with the staff and your fellow diners is sometimes in order to arrive at an amicable allocation of what's in stock that day! There will often be some catering available to everybody, via a buffet car or a trolley.

Transpennine Express and Cross Country routes have an at-seat trolley service of snacks and drinks, complimentary for First Class ticket holders. Virgin Trains have catering facilities on almost all trains, although the choice (for Standard Class passengers) is a bit spartan for the price and it's much better to get something before you get on the train.

Tourist rail lines exist, such as the North York Moors and Bury-Rawtenstall lines, where preserved steam and diesel trains are operated. These are relatively inexpensive and provide a good insight into what rail travel was like in the early 1960s prior to modernisation and the Beeching cuts. These lines are a great way to show how things were in days gone by and are very popular. Many put on special events such as galas where visiting locomotives guest star for a few days drawing big crowds.

All rail journeys to mainland Europe will involve transit through London, as the Eurostar services to Lille, Brussels and Paris-Nord operate from St. Pancras International.

From Brussels and Paris, onward connections can be made to many major European cities, such as Madrid, Amsterdam, Barcelona or Milan.

Eurostar operate their own online ticketing service and the option to book through from any UK station to your initial French/Belgian destination is recommended.

As substantial savings are likely, compared to booking domestic & international sectors separately. Single tickets are notoriously expensive, so it is often best to book a return fare (which will often be half the price of a single) and just not use the other half, although sometimes reasonable single fares are available.

If your train is severely delayed, you can claim compensation from the rail company. If your train is more than an hour late and it is the company's fault, you can get some or all of your money back. If you abort your journey because of a delay or cancellation, you can claim a refund on any unused tickets. If you reserve a seat and then have to stand because of overcrowding, you can claim a refund. Compensation is usually paid in the form of Rail Travel Vouchers, which you can't use when buying tickets online.

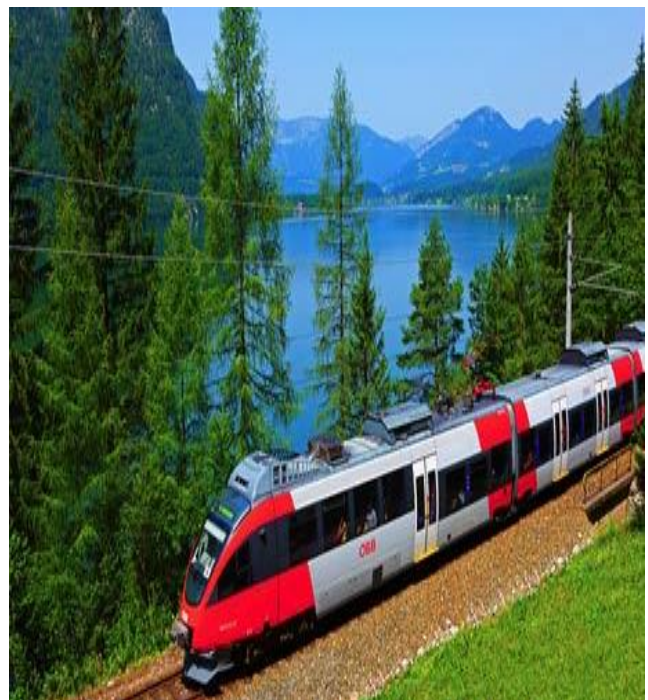
In the UK, smoking in all enclosed public places is prohibited by law. NB: this includes every train station, open-air platform and all trains. Although you might think an open platform is not an enclosed public place, Network Rail decided to ban smoking across the entire network in order to make enforcement of this new law simpler.

Exercise 1. Analyze the whole information on travel and summarize it.

Travel is the change in location of people on a trip through the means of transport from one location to another. Travel is most commonly for recreation (as part of tourism or to visit friends and family), for business or for commuting; but may be for numerous other reasons, such as migration, fleeing war, etc.

Travel may occur by walking or human-powered mode, or through mechanical vehicles, either as private or public transport. Travel may be local, regional, national or international. In some countries, non-local internal travel may require an internal passport, while international travel typically requires a passport and visa.

The word originates from the Middle English word "travailen" ("to toil"), which comes from the Anglo-French word "travailler" ("travail"). A person who travels is called a traveler (US) or traveller (UK).



BACKPACKING

Backpacking is a term that has historically been used to denote a form of low-cost, independent international travel. Terms such as independent travel and/or budget travel are often used interchangeably with backpacking.

The factors that traditionally differentiate backpacking from other forms of tourism include but are not limited to the following: use of public transport as a means of travel, preference of youth hostels to traditional hotels, length of the trip vs. conventional vacations, use of a backpack, an interest in meeting the locals as well as seeing the sights.

The definition of a backpacker has evolved as travellers from different cultures and regions participate and will continue to do so, preventing an air-tight definition.

They also displayed a common commitment to a non-institutionalised form of travel, which was central to their self-identification as backpackers. Backpacking as a lifestyle and as a business has grown considerably in the 2000s as the commonplace of low-cost airlines, hostels or budget accommodation in many parts of the world, and digital communication and resources make planning, executing, and continuing a long-term backpacking trip easier than ever before. While there is no definitive answer as to the precise origin of backpacking, its roots can be traced, at least partially, to the Hippie trail of the 1960s and 70s, which in turn followed sections of the old Silk Road.

In fact, some backpackers today seek to recreate that journey, albeit in a more comfortable manner, while capitalizing on the current popularity of the green movement.

Looking further into history, Giovanni Francesco Gemelli Careri has been cited by some as one of the world's first backpackers. While travel along the old Hippie Trail has been rendered complicated since the early 80s due to unrest in Afghanistan, Iraq and Iran that continues today, backpacking has expanded to most regions of the world.

In recent years, the increase of budget airlines and low-cost flights has contributed to this expansion. At present, new *hippie trails* are being formed towards Northern Africa in places such as Morocco & Tunisia & other destinations being reached by low-cost airlines.

Technological changes and improvements have contributed to changes in backpacking. Traditionally backpackers did not travel with expensive electronic equipment.

However, the desire to stay connected coupled with trends in lightweight electronics have given rise to the flashpacking trend, which has been in a state of continuous evolution in recent years.

Types of backpacking

Simultaneous with a change in *what* they're carrying, backpacking is also becoming less and less reliant on the physical backpack in its initial form although the backpack can still be considered the primary luggage of backpackers.

Flashpacking is a neologism used to refer to affluent backpacker. Whereas backpacking is traditionally associated with budget travel and destinations that are relatively cheap, flashpacking has an association of more disposable income while travelling and has been defined simply as backpacking with a bigger budget. A simple definition of the term "flashpacker" can be thought of as backpacking with flash, or style.

One school of thought defines the flashpacker as a rapidly growing segment of travellers who adhere to a modest accommodation and meal budget, while spending freely, even excessively, for activities at their chosen destination.

Another school of thought defines flashpacking as an incongruous mix of *slumming it* and luxury; of adventurous travel with those on a budget by day and sedate dining and comfortable accommodation by night. Flashpackers have been further defined as tech-savvy adventurers who often prefer to travel with a cell phone, digital camera, iPod and a laptop, although none of these is required in order to be a flashpacker. As with other forms of travel, the term *flashpacker* is mainly one of self-identification.

The origin of the term itself is obscure. The term also reflects a growing demographic of travellers who are forsaking traditional organized travel, venturing to destinations once the reserve of more adventurous backpackers, and the increasing number of individuals who leave well paid jobs or take "*career breaks*", using the time to travel independently, but with greater comfort and many of the gadgets they are accustomed to at home.

As a result, hostels are evolving and offering more up-market accommodation to those still travelling on a budget in order to obtain their business. The hostels have realized a need to evolve in order to meet the changing demands of travellers.

Gap-packing is a neologism used typically to refer to younger people, usually of European descent, who backpack to several countries in a short period of time whilst on their gap year between school and university, or between university and their first job.

Megaloping is a neologism to refer to backpacking using only public transit.

Of importance in backpacking is a sense of authenticity. Backpacking is perceived as being more than a vacation, but a means of education. Backpackers want to experience the *real* destination rather than the packaged version often associated with mass tourism, which has led to the assertion that backpackers are anti-tourist. There is the feeling of *sneaking backstage* and witnessing real life with more involvement with local people. Backpacking, like other forms of travel, remains controversial. Some of these criticisms date back to travellers' actions along the Hippie Trail.

Criticism comes from many sides, including the host countries and other travellers who disagree with the actions of backpackers although the perception of backpackers seems to have improved as backpacking has become more mainstream.

Erik Cohen notes that even though one of the primary aims of backpacking is to seek the authentic, the majority of backpackers spend most of their time interacting with other backpackers and interactions with locals are of *secondary importance*.



BUSINESS TRIP

A business trip or official trip is a travel/journey caused by business necessities.

The place of employment is left temporarily:

- to visit customers, suppliers or a trade fair;
- to participate in congresses or seminars;
- for further education;
- for excursions for research, scientific campaigns;
- for teachers to participate in study trips, school or exploratory trips;
- for work in civil engineering, construction, geology, etc.

Business trips have to be approved by the employer, who usually meets the costs.

The travelling expenses can be calculated in detail or by a lump sum, depending on the average expense of the travel country. For activities away, the correspondent term in military is *duty travel*, in politics *facility trip*. It was launched on March 1, 1977, at the White House by President Jimmy Carter.

Friendship Force International (FFI), is an international cultural exchange program, founded in 1977 by Wayne Smith, a Presbyterian minister and former U.S. missionary to Brazil. For the first five years, it used chartered airplanes to shuttle delegations of 150 to 400 visitors between partner cities. The first exchange involved 762 travellers from Newcastle-upon-Tyne, England, and Atlanta, Georgia, USA. Staying in private homes is a central feature of the program. In 1982 the plan was changed from large simultaneous exchanges to smaller one-way visits using scheduled airlines, but retaining the basic home-stay theme, supported by local clubs in the host countries. Expanding from a few large simultaneous exchanges annually in the early years, Friendship Force now organizes 250-300 smaller exchanges of 20 to 25 visitors each year. In 2007, 5763 visitors, called *friendship ambassadors*, travelled between 58 countries

Accessible tourism is the ongoing endeavour to ensure tourist destinations, products and services are accessible to all people, regardless of their physical limitations, disabilities or age. It encompasses publicly and privately owned tourist locations.

The improvements not only benefit those with permanent physical disabilities, but also parents pushing buggies, elderly travellers, people with temporary injuries, such as a broken leg, and their relatives, friends and other companions.

There are more than 50 mln. people with disabilities in Europe, and more than 600 mln. around the world. When expanded to include all beneficiaries of accessible tourism, as defined above, the number grows to some 130 mln. people in Europe alone. In addition to the social benefits, the market represents an opportunity with new investment opportunities and new service requirements, rarely provided by the regular travel agencies, transport providers and other key players in the tourism sector. According to the European Network for Accessible Tourism, accessible tourism includes:

- *Barrier-free destinations*: infrastructure and facilities.
- *Transport*: by air, land and sea, suitable for all users.
- *High quality services*: delivered by trained staff.
- *Activities, exhibits, attractions*: allowing participation in tourism for everyone.
- *Marketing, booking systems, Web sites & services*: accessible for all.

Europe & the USA share the majority of the existing companies in this niche.

However, around the world many companies are starting to appear as the result of a growing need, largely driven by *senior tourism* due to increasing life expectancy in developed countries. Portugal, Spain, the UK, Germany, France & other northern European countries are increasingly prepared to receive tourists in wheelchairs, to provide disability equipment and wheelchair accessible transport.

Green travel is a travel method utilized to reduce environmental impact.

The concept of green travel involves a wide range of options that are typically centred on the idea of preserving natural resources and reducing environmental pollution. Some examples of Green travelling include:

- Use of walking, cycling, and public transport instead of car use, when possible.
- Renting Hybrid vehicles.
- Use of biodiesel fuels.
- Taking advantage of ridesharing and carpools.
- Staying at green-scored hotels or lodges.
- Booking with a green organization or green travel provider
- Volunteer Travel – volunteering giving back to the community you visit.

Hypermobility is a term coined by Professor John Adams of University College London, to describe the societal changes that have happened in the latter part of the 20th century when humans have increasingly gained the *ability to travel* much greater distances with ease than in previous generations, and frequently do so. Although the amount of time people have spent in motion has remained constant since 1950, the shift from feet and bicycles to cars and planes has increased the speed of travel fivefold.

This results in the twin effects of wider and shallower *regions of social activity* around each person (further exacerbated by *electronic communication* which is a form of *virtual mobility*), and a degradation of the social and physical environment brought about by the high speed traffic (as documented by Donald Appleyard).

The changes are brought about locally due to the use of cars and motorways, and internationally by aeroplanes. Some of the *threats of hypermobility* include:

- more polarisation between rich and poor;
- more anonymous and less convivial communities;
- less cultural variation;
- increased risk to pedestrians;
- reduced health and fitness.

Widespread internet use is seen as a contributory factor towards hypermobility due to the increased ease which it enables travel to be desired and organized.

Some governments promote private hypermobility through their road-building policies, and public hypermobility through mass transit. Punitive car taxation has been proposed to limit the environmental impact of hypermobility.

Exercise 1. Transfer the given information from the passages onto a table.

No	Activity			
	Event	Where	When	Score
1.				

TOPICAL VOCABULARY

- tour** – а) подорож, поїздка, турне; тур, екскурсія
to conduct, operate a tour – проводити екскурсію
to make a tour of Russia – подорожувати Росією
to organize a tour – організувати екскурсію
a package tour – подорож у святковий чи канікулярний час (такий маршрут складає бюро подорожей за окрему плату)
the grand tour – подорож Францією, Італією, Швейцарією та іншими країнами для завершення освіти
informal an extended sightseeing trip, tour of inspection, etc
city tour – оглядова екскурсія містом
goodwill tour – місія, поїздка доброї волі
organized tour – організована подорож
sightseeing tour – екскурсійна подорож
study tour – поїздка на навчання, стажування
student tour – студентський тур
- journey** – а) подорож, поїздка (сухопутна) *Syn. jaunt, pilgrimage, tour, trip, voyage*
long journey – довга подорож
safe journey – безпечна подорож
sentimental journey – сентиментальна подорож
tiring journey – виснажлива подорож
around-the-world journey – навколосвітня подорож
journey through time – переміщення (у часі та просторі)
to go on (make, take, undertake) a journey – вирушити у подорож
the journey from youth to maturity – шлях від юності до зрілості
а) поїздка, одноденна подорож б) відстань, яку можна подолати за день (у Середні віки приблизно дорівнювала 20 милям); рейс; маршрут
one day's journey – одноденна подорож
business trip journey – ділова поїздка
return journey – зворотній рейс
queen's journey – подорож королеви
- jaunt** – прогулянка, поїздка, екскурсія (розважальна) довга, виснажлива подорож
to go on a jaunt – вирушити у розважальну поїздку *Syn. journey*
to go on such an excursion – вирушити на екскурсію
- pilgrimage** – а) паломництво б) місце паломництва; мандрівка, довга подорож *Syn. Journey*; людське життя
to pilgrimage – здійснювати паломництво
- trip** – а) подорож; поїздка, екскурсія
to arrange (organize) a trip – організувати, влаштувати екскурсію
to cancel a trip – скасовувати поїздку
to postpone a trip – відтермінувати поїздку
to take a trip – подорожувати
business trip – ділова поїздка; (службове) відрядження *Syn. business travel*
camping trip – туристичний похід

field trip – екскурсія учнів (на підприємство, до музею і т. п.); виробнича практика (учнів); наукове відрядження

pleasure trip – розважальна поїздка

return trip – поїздка туди й назад, поїздка у два кінці *Syn. round trip*

round-the-world trip – навколосвітня подорож

wedding trip – весільна подорож

voyage – а) плавання, подорож морем; б) корабель, що підходить для подорожі; політ, переліт (літаком); життєвий шлях; подорожні нотатки

long voyage – довга подорож

maiden voyage – перше плавання, перший рейс, навігація (нового корабля)

ocean voyage – океанське плавання

round-the-world voyage – навколосвітня подорож

sea voyage – плавання, подорож морем

voyage to the islands – плавання на острови

to go on a voyage – вирушити у подорож

to make a voyage – здійснити подорож (морем)

to **voyage** – плавати, подорожувати (морем); літати (літаком)

homeward voyage – зворотній рейс

outing – прогулянка; екскурсія; пікнік

an outing to a bowling alley – похід у боулінг

to go for an outing – вирушити на прогулянку, екскурсію

We went on an outing to London. – Ми вирушили на екскурсію до Лондона.

to **travel** – подорожувати, мандрувати

to travel deluxe – подорожувати люксом

to travel first-class – подорожувати першим класом

to travel incognito – подорожувати інкогніто

to travel light – подорожувати без речей (багажу) *Syn. voyage*

travel – подорож

travel agency – туристична фірма, бюро подорожей

travel bug – потяг до мандрівок, подорожей

travel sickness – неможливість знести поїздку автотранспортом

He is fond of travelling. – Він любить подорожувати.

travel accommodation – готелі в місцях зупинок під час подорожі

travel advisory – попередження про небезпеку та небажаність поїздки

travel allowance – гроші на відрядження (транспортні витрати, витрати на харчування, готель та ін.) *Syn. temporary duty travel allowance*

travel and entertainment card T& E card – картка для витрат на подорожі та розваги (витрати у відрядженні та представницькі витрати)

traveller – мандрівник; подорожній; карта, мапа маршруту

traveller's cheque – туристичний чек

to play (slang, tip) the traveller – вигадувати, розповідати небувальщини, вигадки

fellow traveller – попутник

travelling – пересування, рух **travels** – змалювання подорожі

book of travels – книга про подорожі

travels abroad – закордонні подорожі

Exercise 1. Analyze the topical vocabulary and learn it by heart.

Exercise 2. Read the passage and explain the notion volunteer travel.

Volunteer travel, vacations or voluntourism is travel, which includes volunteering for a charitable cause. It often involves extended stays in remote destinations, with significant price tags. With these high barriers to access, many travellers may consider volunteer vacations out of reach. In recent years, *bite-sized* volunteer vacations have grown in popularity.

The types of volunteer vacations are diverse, from low-skill work cleaning up local wildlife areas to providing high-skill medical aid in a foreign country.

Volunteer vacations participants are diverse but typically share a desire to *do something good* while experiencing new places and challenges in locales they might not otherwise visit. There are also other types of travelling that engage people with scientific research & education to promote the understanding and action necessary for a sustainable environment. Participants cover a fee that would include expenses on the different sites worldwide, and engage in projects according to their interest or location.

Originally most volunteer vacations were undertaken by people with a direct connection to a particular cause and were considered more as short term, intense volunteer projects rather than vacations. Many of these organizations were long-standing international development assistance organizations which placed short-term volunteers on community development project sites.

During the 1990s the travel industry developed niche products and firms to provide volunteer vacations to people who had no previous experience with a cause, to cater to the increasing number of young people taking gap years. These providers expanded the market but also drew criticism for the impact of their methods. At the same time, the first edition of *Volunteer Vacations* by Bill McMillon was published, featuring fewer than 200 non-profit organizations which facilitated such service opportunities. According to the Travel Industry Association of America, more than 55 million Americans have participated in a volunteer vacation, and about 100 mln more are considering taking one.

While some experts on volunteering welcome the expansion of volunteer vacations as an opportunity to provide more resources to projects and to encourage a volunteer ethic in people, others have pointed out that the business methods used by tour operators, such as exclusivity deals, and catering to the needs of the volunteer rather than the volunteer project, exploit the communities the projects are intended to help.

The word came into English in 1875 or 1902 as a reflection of what was then seen as a characteristically German predilection for wandering that may be traced back to German romanticism and the German system of apprenticeship. The term forms from the German words *wandern* (to hike) and *Lust* (desire). The term *wandern* is frequently misused as a false cognate; it in fact does not mean *to wander*, but rather *to hike*.

Placing the two words together translates to *to enjoy hiking*, although is commonly described as an enjoyment of strolling or wandering.

In German the term has become somewhat obsolete. A more contemporary equivalent for the English *wanderlust* in the sense of *love of travel* would be *Fernweh* (literally *an ache for the distance*). The initial of the term is always capitalized in German (*Wanderlust*) but usually written in lower case in English (*wanderlust*).

Exercise 3. Read the passage and explain the notion «wanderlust».

TOPICAL VOCABULARY

line / track – шлях, колія
fast train – швидкісний потяг, поїзд
slow train – поштово-пасажирський потяг, поїзд
passenger train – пасажирський потяг, поїзд
local (suburban) train – приміський потяг, поїзд
mail train – поштовий потяг, поїзд
through train – потяг, поїзд прямого сполучення
long distance (a sleeper) train – потяг, поїзд далекого сполучення
goods train – вантажний потяг, поїзд
to go by train – їхати потягом, поїздом
compartment – купе
carriage (car) – вагон
separate department – окреме купе
smoking car – вагон для курців
sleeping car – спальний вагон
first-class sleeper – міжнародний вагон
third-class sleeper – жорсткий спальний вагон (плацкартний)
dining (restaurant) car – вагон-ресторан
accommodation stage (train) – поїзд, потяг з усіма зупинками; пасажирський поїзд
train service – залізничне обслуговування
arrivals and departures (timetable) board – дошка оголошень із розкладом руху
station master – начальник станції
guard/attendant/conductor – провідник
advance booking office – каса попереднього продажу квитків
to catch the train – встигнути на потяг, поїзд
to miss the train – запізнитися на потяг, поїзд
to cancel bookings – анулювати попереднє замовлення (бронювання)
to change trains – робити пересадку
porter, red cap (Am.) – носильник
train (railroad, railway) station – вокзал (залізничний)
transit passengers – транзитний потяг, поїзд
luggage-van – багажний вагон
car for non-smokers – вагон для осіб, що не палять, вагон для некурців
to the trains – вихід до потягів, поїздів
second-class sleeper – м'який спальний вагон
day coach – вагон із нумерованими місцями
train times (schedule) – розклад руху
ticket office – каса продажу квитків
ticket collector – контролер
a railway (railroad) ticket – залізничний квиток
return ticket – квиток туди й назад
round trip ticket – зворотній квиток
ticket machine – автомат із продажу квитків

one-way (single) ticket – квиток в один бік
 reduced fare ticket – пільговий квиток
 child's ticket – дитячий квиток
 first class ticket – квиток у першому класі
 to buy ticket in advance – купити квиток заздалегідь
 child fare – вартість дитячого квитка
 single fare – вартість одного квитка
 to get in line for a ticket – займати чергу за квитком
 cancellation – повернення квитка
 fellow passenger – попутник fare – плата за проїзд
 the bedding – постіль
 Inquiry Office – Бюро довідок
 waiting-room (hall) – зала очікування
 adult fare – вартість квитка для дорослого
 way out – вихід до міста
 reserved booking (reservations) – попереднє замовлення (бронювання)
 to go by way of (go via) – проїжджати крізь
 to run on time / schedule – рухатися за розкладом

Luggage

a lot of (much) luggage – багато багажу
 heavy luggage – важкий багаж valise – саквож; trunk – валіза
 a luggage receipt – багажна квитанція
 to deposit one's luggage – здати багаж на зберігання
 to collect one's luggage – забрати багаж (із камери схову)
 luggage claim check – багажна бирка luggage rack – сітка для багажу
 to have one's luggage labelled – прикріпити ярлик
 hand luggage – ручний багаж left-luggage office – камера схову
 to leave one's luggage in the left-luggage office – залишити речі у камері схову
 to have one's luggage checked – перевірити наявність місць, вміст багажу
 Lost and Found / lost property office – бюро знахідок
 accompanied baggage – багаж, речі (які подорожній возить із собою)

ADDITIONAL WORDS & EXPRESSIONS

Where can I buy a train ticket?	Де можна купити квиток на потяг?
I want to reserve a round-trip ticket.	Я хочу замовити квиток туди і назад.
How much is the train ticket?	Скільки коштує квиток на потяг?
Where can I check my luggage?	Де можна здати багаж?
I'd like to leave this suitcase in the baggage check room.	Я хочу здати на зберігання цю валізу.
I've missed the train.	Я запізнився на потяг.
When does the train to ... leave?	Коли відходить потяг до ...?
Is the 9:10 late?	Потяг 9:10 запізнюється?
Where can I see the timetable?	Де можна подивитися розклад руху потягів?

What time is the next train?
How long does it take to get to...?
When does the 9:10 arrive at...?
Is it a through train or I have to change?
What platform does the train leave from?
Where is the car (carriage) number...?
Where is the conductor?
Will we arrive on schedule?
The train is starting.
Pay for the bed-linen, please.
I'd like to have my bed made.
Would you like tea?
The dining car is at the front (middle, back) of the train.
Where is a power point?
The toilet is closed now. It can be used at stops (within the city's sanitary zone).
Put the bunk down / up please.
What's the next stop?
How long does the train stop here/there?
The train is gaining speed /slowing down.
Could you move a little?
May I offer you my seat?
Do we go via Kyiv?
We must have our tickets dated.
The remainder/rest of my luggage will go in the luggage van.
What big station are there on your route?
The seat is taken/vacant.

Коли буде наступний потяг?
Скільки часу необхідно, щоб дістатися до...?
Коли потяг 9:10 прибуває до...?
Це прямий потяг чи треба зробити пересадку?
Від якої платформи вирушає потяг?
Де вагон номер...?
Де провідник?
Ми прибуваємо згідно з розкладом?
Потяг відбуває (вирушає).
Сплатіть за постіль, будь ласка.
Приготуйте мені постіль, будьте ласкаві.
Чи не хочете ви чаю?
Ресторан на початку (у середині, у кінці) потяга.
Де розетка?
Зараз туалет зачинено. На зупинках (у санізоні) ним користуватися не можна.
Спустіть / підніміть полицю, будь ласка.
Яка наступна зупинка?
Як довго потяг тут стоїть?
Потяг пришвидшує хід / уповільнює хід.
Чи не могли б ви посунутись?
Дозвольте запропонувати вам своє місце?
Ми проїжджаємо повз Київ?
Ми повинні закомпостувати квитки.
Решта мого багажу поїде у багажному вагоні.
Які великі станції є на вашому шляху?
Це місце зайняте/вільне.

Exercise 1. Analyze the vocabulary notes and remember them.

Exercise 2. Remember the additional words and expressions.

Exercise 3. Do Substitution Patterns.



SUBSTITUTION PATTERNS

- | | |
|---|---|
| 1) "Can I get to Odessa by air?"
Kyiv
Helsinki | "Yes, of course: you can get there by air as well as by railway. "
by sea
by bus |
| 2) "Excuse me, pl., where's platform 6?"
the booking office?
the timetable?" | "It is just opposite the entrance. "
round the corner
through the subway |
| 3) "I want to book a first-class ticket to N".
a single ticket
a return ticket
a seat
"Sorry, we are all booked up for today." | 4) "I'd like two tickets for the 7 o'clock train to Glasgow. "
the express to Warsaw
the trough to Berlin
the fast to Kyiv
"You are welcome, sir." |
| 5) "Where shall I take you luggage , sir?"
trunk
suitcase
bag
"Just take it to the carriage , please."
my compartment
the cloakroom | 6) "Let's make haste, or else we'll be late for the train."
"Don't make a fuss. We have still a lot of time left. "
an hour
two hours
10 minutes |

DIALOGUE « AT THE RAILWAY STATION »

On Saturday morning Mr. L and his wife drive up to the station in a taxi. A porter takes their suitcases, and says, "I'll see to your luggage, may I? What train, please?"

Mr. L: I booked by phone and I have to pick up my tickets at window №7.

Porter: This way, please (guides them through the main hall and stops before window №7. Here we are. Carriage 5. One upper, one lower. The train to Sevastopol leaves at 11.30 platform 3.

Mr. L: Thank you very much.

Porter: Would you like to have any of your luggages registered?

Mr. L: No, we travel light and we'll take all we've got with us.

Porter: Very well. This way, please.



Exercise 1. Read the passage A Trip by Railway and render its contents briefly in English.

The traveller first of all books his ticket in advance. It may be a week or eight days before his departure. He makes his preparation before the trip. He pays some visits to his friends and fixes all his business. On the eve of his departure he packs his things in a suitcase. When the day of departure comes he calls a cab and proceeds to the railway station. For some time he stays in the waiting room.

If he is hurry, he takes some refreshments. In some time the loud speaker announces that the train is in and that passengers are invited to take their seats. The traveller looks for his carriage, enters the corridor and soon with the help of the porter finds his berth. It may be a lower berth, which is more convenient, or it may be an upper one.

The traveller puts his suitcase into a special box under the seat. Then he arranges his smaller packages (if he has any) on the racks. Very soon a whistle is heard and the train starts. The travellers wave their last good-bye to their friends and relatives who have come to see them off. First the train runs slowly, and then it gathers speed. It is an express train and so it does not stop at little wayside stations or halts.

However, it stops at big station and junctions where some passengers change trains. During the trip the guard or a special inspector checks the tickets of the travellers. However, so that they should not be troubled in nighttimes the guard takes the tickets from them. Night comes. The guard arranges the beds for the night. The passengers put out the lights and switch on the blue night lamps. They fall asleep.

On the next day the traveller arrives at his destination. He calls a porter who helps him to carry his luggage along the platform.

Exercise 2. Complete the sentences.

1. I consulted the timetable of Kyiv Terminus and found out that 2. We got a wire from Boris yesterday. 3. It appears he left Odessa the day before. I phoned the Information Bureau and found out that 3. As accommodation for a trip to Helsinki on boat is impossible to get we'll have to 4. Olga buys a season ticket as she 5. We have so much luggage. The rack really won't hold it. We shall have to 6. Where is the cloakroom here, I wonder. I want to 7. Passenger trains are very rarely late nowadays but yesterday... . 8. We had to leave Kyiv by a slow train because 9. If you can't call for the tickets yourself 10. My sister came to London yesterday, she left her luggage at 11. So she and I will have to call back there to 12. While at a big railway station one can watch the incoming and outgoing trains

Exercise 3. Translate the phrases with the keyword «rail».

Rail carrier, rail facilities, to rail full mouth, rail service, rail shares, rail shipments, rail traffic, rail transport, rail transportation workers, railage, railbus, railhead, railery, railroad, railroad a resolution, railroad flat (apartment), railroad brotherhood, railroad consolidation, railroad freight activity, railroad inspector, railway station, railway accident, railway advertising, railway carriage (car), railway cargo, railway bridge.

Exercise 4. Translate the phrases with the keyword «railway».

Railway, to manage (run, operate) a railway; cog railway; double-track railway; narrow-gauge railway; normal-gauge railway; single-track railway; railway company; railway earnings; railway employee; railway equipment; railway system.

CONVERSATIONS

- Excuse me, sir, where's the booking office?
- It's over there, opposite the main entrance.
- Thank you very much.
- It's all right.
- What would you like to do next summer?
- I plan to go to Bulgaria.
- How are you going to get there – by train, by sea or by air?
- In fact I didn't think of it yet. I believe by train will be more interesting.
- Please, two tickets to Liverpool.
- Single, madam?
- One single and one return.
- Here you are, madam. And here's the change. Thank you.
- Excuse me, please, which is the platform for Edinburgh?
- It's Platform Four through the subway.
- Thank you.
- Not at all.
- Are you already locking the suitcase, Jim?
- Oh, yes, it's high time left the house. The train leaves in an hour and we may miss it.
- But you are forgetting your slippers!
- I'm not taking them along. My suitcase is stuffed full and it won't hold any more. I think I'll do without them.
- I see you've got a corner seat facing the engine. That's what you like, isn't it?
- Well, mine was just the opposite one and this gentleman gave me his seat. He says he doesn't mind sitting with his back to the engine.
- Oh, that's very kind of him. Here's a magazine for you and some oranges.
- You are very sweet, Davy. Thank you.

DIALOGUE «ON THE TRAIN»

The guard (attendant) standing at the carriage entrance checks Mr's L. tickets and says, "Yours is the third compartment from the end. The dining car is next to ours." Porter places luggage on *special luggage rack* in compartment and says, "Anything else?"

Mr. L: No, that will be all.

Porter: Wish you a pleasant trip. Mrs. L begins counting up the pieces of luggage.

Mr. L: All safe and sound?

Wife: Yes, I wanted *to make sure* we haven't left anything behind. I'd like to post those two letters, Paul. Is there time *to leave the train* to post them?

Mr. L: I think we'll make it. There's plenty of time yet. Go ahead, dear. I'll join you directly. (I'll be with you in no time), as soon as I've that window up.

Mr. L: We'll be off in a minute. Let's *get in (aboard)* and be quick about it
The train pulls out slowly.

Exercise 1. Learn the dialogue by heart and carry it on with your classmate in class. Render the contents of the dialogue in Indirect Speech in English. Translate the dialogue paying attention to italic phrases.

DIALOGUE «BOOKING FOR A JOURNEY»

Mr. L. and his wife plan to spend their summer holiday (vacation) together at one of the Crimean summer resorts. A Kyiv Terminus timetable is spread on the table.

- I consulted this timetable yesterday and it seems 3 trains leave Kyiv daily. The two morning trains are through trains and the afternoon is a slow train with sleeping carriage accommodation as far as Simferopol.
- The afternoon one won't do because that means changing. Are the morning trains expresses?
- (*Consulting timetable*) The ten-fifteen is an express with first-class and second-class sleepers only and the eleventh-twenty-three train is a fast train with third-class accommodation as well.
- Is it a third-class sleeper or a carriage with sitting facilities only (day coach)? And are there carriages for non-smokers?
- This train has sleeping accommodation only. I'll have to find out non-smoking compartments.
- I think it would be most convenient to leave by express Saturday.
- Then I'd better phone the Station Information Bureau and find out about tickets.
- But why phone the Information Bureau? Ring up the Booking Office. You know it's possible to book by phone.
- (*looks up number in telephone directory, takes up receiver and dials number of booking office*) Hello, is that the booking office? I want two second-class sleepers on the Sevastopol express on Saturday.
- I'm sorry, but we're all booked up for Saturday. I can let you have a separate compartment in a first-class sleeper on Sunday, if you wish.
- No, that won't do. What have you on the eleven-twenty-three on Saturday? That's a fast train, isn't it?
- Yes, it is. Let me see, I have two second-class sleepers in different compartments – one upper and one lower berth – but I can let you have two first-class sleepers together if you'd like.
- Is there any hope of getting tickets for second-class sleepers if bookings are cancelled?
- Naturally, just before the time of departure.
- Good, I'll take two first-class sleepers for the time being then.
- Will you call for the tickets yourself or shall I have them delivered?
- I'll pick them up myself.
- Your tickets will be at window number seven. We also have a return-ticket service on long distance trains. You can order a return-ticket too for any date within 30 days.
- We're not sure when we'll be returning. Thank you very much.

Exercise 1. Translate the sentences into English.

1. Чи є тут поблизу туристичне бюро? – Нам потрібна електроенергія (вода). 2. Париж – прекрасне (дивовижне, чудове, величезне, нудне, галасливе, багатолюдне, брудне, чисте) місто. 3. У Вас є план міста? 4. Я (активно) займаюся туризмом. 5. Я (не) подорожую як турист. 6. Я обожаю досліджувати (відвідувати) нові місця (країни, міста). 7. Я побував у різних місцях (країнах, містах, на різних континентах). 8. Мені більше подобається подорожувати самотійно (з друзями, з батьками). 9. Мені більше подобається подорожувати літаком (поїздом, машиною, автобусом).

Exercise 2. Render the contents of the text *Around the world in 222 days briefly.*

The history of modern tourism began on 5 July 1841, when a train carrying 500 factory workers travelled from Leicester to Loughborough, twelve miles away, to attend a meeting about the dangers of alcohol. This modest excursion was organized by Thomas Cook, a young man with neither money nor formal education. His motive was profit, but social reform. Cook believed that the social problems of Britain were caused by widespread alcoholism. Travel, he believed, would broaden the mind and distract people from drinking. The success of Cook's first excursion led to others, and the success of the business was phenomenal. In 1851, Cook launched his own monthly newsletter.

Cook's Exhibition Herald and Excursion Advertiser, the world's first travel magazine: by 1872, the newsletter was selling 100,000 copies a month and its founder was treated as a hero of the modern industrial age. When Thomas Cook reached the age of 63, there was still one challenge ahead of him to travel round the globe.

The idea of travelling "to Egypt via China" seemed impossible to most Victorians.

Cook knew otherwise. In 1869 two things happened that would make an overland journey possible: the opening of the Suez Canal and the completion of a railroad network that linked the continent of America from coast to coast. He set off from Liverpool on the steamship *Oceanic* bound for New York. Throughout his travels, his traditional views affected most of what he saw, including the American railroad system.

Although impressed by its open carriages, sleeping cars, on-board toilets and efficient baggage handling, he was shocked that men and women were not required to sleep in separate carriages. Japan delighted him. It was a land of *great beauty and rich fertility*, where the hotels served *the best roast beef we have tasted since we left England*.

Cook and his party toured the city of Yokohama in a caravan of rickshaws.

We related quite a sensation, he wrote. Cook's love of Japan was equalled only by his hatred of China. Shanghai, the next port of call, offered *narrow and filthy streets* which were full of *pestering and festering beggars*.

After 24 hours there, Cook had seen enough. He travelled to Singapore and as he set off across the Bay of Bengal, Cook was full of confidence, feeling that he understood *this business of pleasure*. But nothing he had seen in Shanghai could have prepared him for the culture shock of India. At the holy city of Benares we were conducted through centres of filth and obscenity', he wrote.

From the deck of a boat on the Ganges he saw the people washing dead bodies, before burning them on funeral piles beside the river. He found these scenes *revolting in the extreme*. By the time Cook left Bombay for Egypt, he was showing signs of tiredness.

On 15 February 1875, while crossing the Red Sea, he wrote to *The Times* that he would not travel round the world again. *After thirty-two years of travelling, with the view of making travelling easy, cheap, and safe for others, I ought to rest.*

In Cairo, he fell seriously ill for the first time. Cook arrived home in England after 222 days abroad. Although he never attempted another world tour, he continued to escort parties of tourists to continental Europe throughout the 1870s, and did not cease his seasonal visits to Egypt until the late 1880s. He died in July 1892 at the age of eighty-three.

Exercise 3. Find out some add information on T. Cook and write a small essay on his activities and life using some italic expressions.

TRAVELLING BY TRAIN

Fed up with airlines charging you for everything from checked bags to a pack of pretzels? Reconsidering your road trip due to skyrocketing prices at the pump?

Vexed vacationers take heart – and consider taking the train. Long an under-appreciated part of the U.S. travel scene, train travel is making a comeback.

Amtrak reports that its national ridership is up 11 % since October 2016, and the company expects to see a record number of passengers in 2020. With both airfares and gas prices on the rise, train travel is looking increasingly attractive to budget-conscious travellers, particularly over shorter trips. Over longer distances, a train ride can even be a vacation in itself. If you're not sure riding the rails is right for you, read on – we've put together 10 compelling reasons to take a train on your next trip.

If you're watching your wallet, trains are an increasingly cost-effective alternative to planes, particularly if you're going a relatively short distance or if you're travelling in the busy Northeast Corridor, where train service is fast and frequent. In a recent search, we found a low airfare of \$259 roundtrip for an October flight from Philadelphia to Boston; on the train, the price was just \$160 roundtrip. We saw an even more dramatic price differential on a trip from New York to Montreal: \$632 roundtrip by air versus just \$124 on the train. In both instances the train ride was longer than the corresponding flight, but for travellers looking to cut costs, the train wins out – and you'll get to see some scenery along the way. Amtrak and other rail operators usually give discounts to children, seniors, students, military personnel and other key demographics.

Anyone who's agonized over when to purchase airfare knows how arcane and frustrating the airlines' pricing structures can be. (We're still waiting for a logical explanation of why a one-way ticket costs so much more than a round trip. Anyone?)

Train fares tend to be the same day after day on any particular route, whether it's Monday or Saturday, April or August, two months in advance or two days before departure.

While some increases may occur (particularly at peak times or over the holidays) and occasional sales may be available, you can usually count on train fares being relatively stable, even at the last minute.

Except on long-haul or infrequently travelled routes, trains tend to offer travellers a great deal of flexibility. Missed the 10 a.m. train? Just catch the 10:30 or 11 a.m. train instead. Most short trips do not require prior reservations, and you can simply show up at the station the day of your trip and grab a ticket for the next train – without paying an exorbitant last-minute fare.

Trains are more energy-efficient per passenger mile than planes or cars, making them one of the most eco-friendly transportation options around. Carbon emissions from trains are less damaging to the environment than those of airplanes because those emissions are not released directly into the upper atmosphere. As a bonus, the relative energy-efficiency of trains means that the industry is less vulnerable to increases in fuel prices – making train fares more stable in an unstable economy.

Imagine taking a trip and not having to arrive two hours early, wait in a long security line, take off your shoes for inspection, or ration out your liquids and gels.

Welcome to the world of train travel. In most cases you can arrive 30 minutes ahead of time and walk straight to your platform – with no security and no lines.

More baggage

These days, nearly all the major airlines charge domestic travellers a fee to check two bags – and many of them will charge you to check just one. Compare these stingy policies to Amtrak's baggage allowance: "Each ticketed passenger may check up to three pieces of luggage at no charge. Each checked bag may weigh no more than 50 lbs. "

In total, Amtrak allows you to bring 250 pounds of luggage – plus personal items – for free. Try bringing that on an airline!

Door-to-door convenience

Unlike airports, most major train stations are located right downtown in the heart of the cities they serve. Instead of taking an expensive airport cab ride from miles outside of town, you can step off your train and be just moments from your hotel.

Comfort & relaxation

Rather than cramming yourself into an ever-shrinking airplane seat or squinting at road signs trying to figure out where to make your next turn, why not relax on a train?

It's one of the least stressful forms of transportation out there: someone else does the driving; you'll have more legroom than you would on an airplane, and you'll be able to move around at will – not just when the captain turns the seatbelt sign off.

Old-fashioned charm

There's something refreshingly traditional about taking a train, particularly if you're travelling over a long, multi-night route. The days of silverware and fine china in coach class may be long gone in the airline industry, but on overnight trains you'll still find dining cars with full-service meals and uniformed wait staff. During the day, many train travellers choose to read books, play cards or simply enjoy the scenery rushing by. (High-tech travellers don't worry – iPods and laptops are more than welcome aboard trains too.)

Beyond just transportation

Unlike airplanes, which whisk you from point A to point B with barely a glimpse of what's in between, a train ride can be a destination in and of itself. Take the California Zephyr — a dramatic route that wends its way through the Rocky and Sierra Nevada Mountains from Chicago to San Francisco. A ride on this popular Amtrak route offers spectacular scenery. During fall foliage season, try a ride on the Ethan Allen Express from New York to Vermont and enjoy the autumn colours.



Exercise 1. Read the text and give your attitude to the travelling by railway.

The stories about the infancy of the railway (railroad) are still fresh in our minds.

All though we all seem to agree that the future belongs to air transport the railways today still carry the bulk of passenger and goods traffic. Railway transport is still one of the cheapest ways of carrying (transporting) freight over long distances. Modern railways run a transcontinental passenger service, which rushes the travellers across two continents, Europe and Asia, in very comfortable all-metal carriages. While travelling from Moscow to Vladivostok the passenger may enjoy his three hot meals a day.

The dinner-car will cater for (to) all tastes. The luggage-van (baggage-car) relieves one of (does away with) the bother (trouble) of taking care of trunks and suitcases. Luggage can be registered through to one's destination. Then the only thing you have to carry about is the luggage receipt, and that isn't much bother. These services are available on all overnight and long distance trains. Recent innovations are tourist route trains.

Exercise 2. Answer the questions.

1. When did you last travel by railway? 2. Who do we say goes up to work and down home practically every day? 3. Is there a through train from Tashkent to Odessa? 4. Which trains usually have dining cars (attached)? 5. When is railway accommodation more difficult to get, at summer or at wintertime? 6. Why do they introduce a special summer schedule for railway traffic all over the country? 7. Why do people usually avoid changing trains and try to get accommodation on through trains if possible? 8. What do we call the express that takes overnight passengers from N to NN? 9. What would you do to book by phone for a train leaving for Kyiv? 10. What is the extra charge for having railway tickets delivered? 11. What do people usually inquire about at a railway station information bureau? 12. Do you prefer a lower or an upper berth? Give your reasons. 13. What services does a cloakroom of a railway station offer the passenger? 14. Is it possible to get accommodation for a round trip (return tickets) on long distance trains? 15. For what trains are single and return tickets sold at railway station?



CONVERSATIONS

At the inquiry office

- Please can you tell me from what station trains leave for Simferopol?
- From the Kursk Station.
- Are there several trains?
- There are in all four trains from Moscow to Simferopol daily.
- Which of them is the quickest?
- Express No 7.
- When does it leave Moscow?
- It leaves Moscow at six o'clock in the afternoon.
- And when does it reach Simferopol?
- At half past seven in the morning the next day.
- Is there a dining car attached to the train?
- Yes, by all means.
- And when does the train get to Kharkov?
- At seven in the morning, the next day after it leaves Moscow.

Calling train inquiries

- British Railways, King's Cross. Train Inquiries, please.
- Inquiries.
- Can you give me the times of fast trains to Edinburgh, please, and arrival time?
- I'd like to get there about 6 p.m.
- Just a minute. Let's see. Weekdays 8.48 arrive 5.10, and 9.30 arrive 5.30.
- Do you want any more?
- No. That's fine. Thank you very much. These are weekday trains, aren't they?
- Yes, Mondays and Saturdays inclusive.

At the railway station

- Hallo! Porter! Can you take my luggage?
- Certainly. How many things?
- Two. This little parcel I can carry myself.
- What is your train?
- The express for Simferopol. Is it in already?
- It is due to arrive in a few minutes. Will you pass into the waiting room meanwhile, or do you prefer going straight to the platform?
- Let us go to the platform straight away.
- Here is your train coming in. What the number of your car and berth is?
- Carriage six, berth nine. I wonder whether it is an upper or a lower berth.
- I see from the number that it must be an upper berth. Do you mind it?
- Not very much. Of course I should like a lower one better, but after all it's all the same to me. *(They enter the car)*
- Please put my two suitcases inside the box under the berth, and this little package on the rack.

In the train

- May I ask you how far you are going?
- To Simferopol. And may I ask what your destination is?
- I'll be leaving you at Kharkov. There I'll have to change trains for Poltava.
- It would not be impertinent to ask you whether you are travelling on business, or whether you are going to visit some relatives.
- I am sent to Poltava to help in the designing of a new factory there, and you?
- I am going to a rest home in Yalta.
- I see. It means you are on leave?
- So I am. Would you mind my switching on the radio?
- Not at all. Please go ahead. We'll be listening in, chatting about various things, and so we'll pass the time well and never notice how we shall reach our destination.

Exercise 1. Read the text and make a dialogue from it and carry it on in class.

Mrs McGillicuddy panted along the platform in the wake of the porter carrying her suitcase. Mrs McGillicuddy was short and stout; the porter was tall and free striding. In addition Mrs McGillicuddy was burdened with a large quantity of parcels; the result of a day's Christmas shopping. The race was, therefore an uneven one, and the porter turned the corner at the end of the platform while Mrs McGillicuddy was still coming up the straight. No. 1 Platform was not at the moment unduly crowded, since a train had just gone out, but in the no-man's land beyond, a milling crowd was rushing in several directions at once, to and from undergrounds, left-luggage offices, tea-rooms, inquiry offices, indicator boards and the two outlets Arrival and Departure, to the outside world.

Mrs McGillicuddy and her parcels were buffeted to and for but she arrived eventually at the entrance to No. 3 Platform and deposited one parcel at her feet whilst she searched her bag for the ticket that would enable her to pass the stern uniformed guardian at the gate. At that moment, a Voice, raucous yet refined, burst into speech over her head.

"The train standing at Platform 3", the Voice told her "is the 4.50 from Brackhampton. Passengers for Brackhampton travel at the rear of the train.

Passengers for Vanequay change at Roxeter. The Voice shut itself off with a click and then reopened conversation by announcing the arrival at Platform 9 of the 4.35 from Birmingham. Mrs McGillicuddy found her ticket and presented it. The man clipped it, murmured: "On the right-rear portion". Mrs McGillicuddy padded up the platform and found her porter looking bored and staring into space, outside the door of a third-class carriage. "Here you are lady". "I'm travelling first-class", said Mrs McGillicuddy.

"You didn't say so", grumbled the porter. Mrs McGillicuddy, who had said so, did not argue the point. She was sadly out of breath.

The porter retrieved the suitcase and marched with it to the adjoining coach where Mrs McGillicuddy was installed in solitary splendour. The 4.50 were not much patronised, the first class clientele preferring either the faster morning express or the 6.40 with dining car. Mrs McGillicuddy handed the porter his tip, which he received with disappointment clearly considering it more applicable to third-class than to first-class travel. Mrs McGillicuddy though prepared to spend money on comfortable travel after a night journey from the North and a day's feverish shopping was at no time an extravagant tipper.

Exercise 2. Learn the conversations above and below by heart and carry them on.

Exercise 3. Translate the words and phrases with keyword «travel».

Travel – travelled – travelling – traveller – travelogue – travels.

Exercise 4. Read the text and find out the information about the types of a train.

London has 13 railway termini from which trains leave every minute to different places all over the country. There are fast trains and slow trains. Fast trains will take you anywhere without stops. Slow trains are slower only because they stop at all stations.

If you are travelling to Scotland you may go by an overnight train. As most of the distances are quite short and trains run at a high-speed people can get where they want in a single day or night.

Exercise 5. Add some information after reading the text «Travelling by rail».

The first railway in Russia was opened in 1837 and since that time people have covered millions of kilometres travelling from one part of the country to another by train. Passenger trains carry people, goods trains carry goods, and mail trains carry passengers and mail. In Britain and in America there are also special coaches attached to some trains, called Travelling Post Offices. In these coaches people sort letters and parcels while the train runs from one station to another.

Long-distance trains are fast trains. Local trains make all the stops, and you can get on or off a local train at a very small station, even if it is only a platform. If you are going to a distant place, a sleeping compartment is very comfortable; a reserved seat for a day journey is good. Local trains have carriages with wooden seats as passengers make only short trips. After a long-distance train starts, the passengers often begin to talk to each other. They ask questions about how far they are going and whether they are travelling on business or going to visit relatives or going to a rest home. They talk about various things to pass the time.

Exercise 6. Render the contents of the dialogue in Indirect Speech in English.

Once John and Mary decided to go to Worthing. "What station do we leave from?" Asked John. "Waterloo", answered Mary promptly. "If we hurry, we should get a train at about two thirty. If we are late for that, we could get one about half an hour later."

Arrived at Waterloo Station, Mary made her way to the inquiry-office. "Could you tell me what platform the trains leave for Worthing from?" She asked.

"I might, if this were Victoria Station", answered the clerk with a grin. "You might try going there." "Well now! I must have been mistaken", cried Mary gaily, turning to John. "What do you think of that?" "If I were to say what I thought", growled John, "this building would go up in flames." "Oh, well", said Mary cheerfully, "anybody might make a mistake".

"But what shall we do?" Persisted John. "Couldn't we get a train for some place from this station? I wish we had had some kind of hiker's guidebook before we started."

"Ask at the bookstall over there", suggested Mary. "And if they have one, buy it."

"Might I suggest", remarked John, "that Saturday afternoon is hardly the best time to buy books of the kind anyway? Even if we found one, it would be too late to make any use of it." They got into a train at a quarter past three, and had to take seats separately, the train was so crowded. John found he sitting with a married couple and their child, and got into conversation with them. "Might I ask you", he said to the man, "if your wife likes hiking?" "If she does", replied the man, "she's kept the secret pretty well."

Exercise 7. Translate the sentences with the keyword «rail».

1. He travelled by rail to his home town. 2. The coal train ran off the rails. 3. I am off the rails. 4. She was on the rails. 5. The garden was railed off from the road. 6. The farmers railed in their land. 7. I railed my car to Scotland. 8. We rail to Munich tomorrow. 9. It's no good railing against (at, on) fate. 10. He railed full mouth. 11. He makes the rails too messy. 12. The rail (way) communication in Europe is very heavy. 13. Light travels faster than sound. 14. His eyes travelled over the picture. 15. His mind travelled over recent events. 16. He travelled in whisky. 17. He took Gulliver's Travels with him on his journey. 18. There are heavy intercity travels in our country. 19. Business travels take place in everyday life. 20. He travells for a firm a lot. 21. Our institute lessens restrictions on foreign travel. 22. I am going to undertake international travel. 23. All travel is tightly controlled. 24. Outward and return travel is forbidden for him. 25. You must choose route and mode of travel before journey.

Exercise 8. Read the passage and decide what you prefer by travelling.

Modern life is impossible without travelling. Of course the fastest way of travelling is by plane. But many people make their choice on travelling by train as with a train you have speed, comfort and pleasure combined. Travelling by train is of course slower than by air but it has its advantages. If you are going to travel by train you'd better book seats beforehand because many people are fond of travelling by train. There are some reasons why people choose railroad. Train is the cheap means of travelling. If it is summer outside it will be better to think of your trip before the vocation starts. To understand how true this is, you only have to go to a railway station. There you will see hundreds of people hurrying to catch a train. You'll waste a lot of time standing near the booking-office trying to buy a ticket. Modern trains have very comfortable seats in all passenger cars, and there are sleeping-cars and dining-cars which make even the longest journey enjoyable. You can buy first-class, second-class and third-class sleepers in a separate compartment.

If you are early before the train starts you can leave your suit-cases in the compartment and walk up and down the platform. Some people forget when and from which platform and track their train will be off. They can always ask for the track, platform and train numbers at the railroad station information bureau and also get information about next trains and their schedules. There are express, slow and long-distance trains. If you want to go somewhere and get there as quickly as possible you'd better know that express trains only stop at the largest stations while slow trains stop at all stations.

You can get to far countries only by a long-distance train. Once you are in your compartment you have to ask the guide to bring in the bedding. There are usually two lower and two upper berths in a third-class sleeper compartment.

Some people like to occupy upper berths because it is more convenient and exciting to travel. During your way on the train you can read newspapers, books, look out of the window, drink the tea, and communicate with your neighbours or sleep. I prefer to look out of the window, because you can see the country you are passing through and not only the clouds as when you are flying. You can have something to eat at the stations when the train makes stops. Though we all seem to agree that the future belongs to air transport, the railroads today still carry a lot of passengers and goods.

Exercise 9. Analyze the information, which is in the highlight, and use it in practice.

Exercise 10. Add some information & make up a small report and give a talk in class.

DIALOGUE «AT THE RAILROAD STATION»

- I want a ticket to Springfield.
- Which Springfield? There are various Springfields. There's a Springfield, Massachusetts, Springfield, Ohio, Springfield, Illinois.
- Which one is cheaper?
- I suppose Springfield, Massachusetts, is the cheapest. It's the closest to here anyway.
- Fortunately, it's also the Springfield I want to go to. What is the fare, please?
- The *fare* to Springfield, Massachusetts, is \$6 one way – \$11 dollars return.
- When does the next train leave?
- There is a train at 4:10. There's also another at 7:20 this evening.
- They are both good trains, I suppose – *through trains*, that is? The 4:10 is an express and *makes only one stop* in New Haven. It arrives in Springfield at 9:30. The second is a local and takes about an hour and a half longer.
- Is there a dining car on both trains?
- There's a dinner on the 4:10. The 7:20 has just a club car. They *serve sandwiches* and coffee, drinks etc.
- May I have a timetable, please? I also want to find out what trains I can get out of Springfield tomorrow for Main. I am going to do considerable travelling during the next weeks. By the way what is the cost of a pullman seat to Springfield?
- There is no pullman on the 7:20 – just day coaches. The 4:10 has a pullman, but I doubt whether there are any seats *available on today's train* – unless you have a reservation.
- Were you planning to leave today?
- *Not necessarily*. I haven't quite made up my mind whether to leave today or tomorrow. It just occurred to me, however, that it was rather *a long trip* and it might be more comfortable riding in the pullman.
- (Ticket agent, consulting reservation list) There isn't a thing *available for today*. There may be some *last-minute cancellations*. You can always *inquire* again just before train time. A pullman seat to Springfield will cost you \$30 in addition to the regular fare.
- I'd like to ask you something about travelling by sleeper, if I'm not bothering you too much. Is there a sleeper I can take leaving here at night and going direct to Bangor, Maine?
- In that case I could stop off at Springfield on my way back. It would be slightly more *convenient for me*. The fact is that I don't know much *about travelling by sleeper*. I've never been in one in all my life.
- There's a sleeper you can take to Bangor, Maine, which leaves here at 1:20 in the morning. Of course, you can board the train anytime after eleven o'clock at night and go to bed. You just *show your ticket* to the *pullman porter* and he takes you to your berth. You get into Bangor at about eleven o'clock the next morning.
- I suppose it's necessary to make a reservation beforehand.
- It's customary to make a reservation at least *a day in advance*. Sometimes, over holidays or busy seasons, even a week in advance is safer. The fare to Bangor, Maine, including your berth, runs about twenty dollars.
- I understand that there are two types of berth – *upper berths* and *lower berths*. Is there much *difference in cost*?

- Well, as they say, the lower berths are higher, and the uppers are lower. Actually, a lower berth to Bangor, Maine, will cost about two dollars more than an upper berth.
- Is there any other difference?
- Well, in the morning, if you are in a lower berth you get up, and you are in an upper berth you get down. That's one of my little jokes.
- I suppose the lower berths are more *comfortable* – that's why the cost more isn't it?
- Some people claim they prefer an upper berth. They say they sleep better because there's less noise and less disturbance from people passing up and down the aisle. It's a matter of taste – and *pocketbook*.
- One more thing, I have a trunk, which I may want to take with me. What *arrangements* do I have to make about that?
- You simply take the trunk to the baggage room. There you show your ticket and they check the trunk through to wherever you are going. If you bring it early enough there's a good chance it will go through on the same train you take. In that case you can have it as soon as you get there.
- Thank you very much. You've been very helpful.
- Don't mention it. That's what we're here for.

Exercise 1. Learn the dialogue by heart and carry it on with your classmate in class. Translate the dialogue paying attention to italic phrases.

Exercise 2. Translate the text into your native language in writing.

It was a day in early July. I had been transacting some business in Paris and was returning by the morning service to London. The Calais express was singularly empty – in fact, my own compartment held only one traveller. I had made a somewhat hurried departure from the hotel and was busy assuring myself that I had duly collected all my traps when the train started. Up till then I hardly noticed my companion but I was now violently recalled to the fact of her existence. Jumping up from her seat she let down the window and stuck her head out, withdrawing it a moment later with the brief and forcible ejaculation. *Hell!* Now I'm old fashioned. A woman, I consider, should be womanly. I have no patience with the modern neurotic girl who jazzes from morning till night, smokes like a chimney and uses language, which would make a Billingsgate fishwoman blush!

Exercise 3. Supply the correct prepositions where necessary.

1. The express train only stop___the larger station while the slow train stops___all stations.
2. Seats___the aged, mothers and children, invalids are usually___the fifth carriage (coach)___suburban trains.
3. The "Red Arrow" is an express train__sleeping car accommodation.
4. If one goes to Yakutsk via Irkutsk___railway one has to change there___a river boat.
5. The train___Kharkov is___platform 1___track 2.
6. Is accommodation ___southbound trains difficult to get___winter?
7. It was impossible to book ___ this train as all accommodation was reserved.
8. One can book___any train window number 7___the main hall___the station.
9. Our train leaves ___- eight forty-five ___platform 3 track 7.
10. There are no day coaches___long distance trains in our country.
11. I rang ___ the Information Bureau to find___whether it was possible to book___the southbound trains___phone.
12. I want two first-class sleepers ___ the "Red Arrow" ___ Monday___a separate compartment.
13. I'll wait___you___ the main hall___the entrance ___the cloakroom (___window number seven).
14. The tickets will be left___your name ___window ten___the main Hall next___the post-office counter.

Exercise 4. Comment on the given details about English railways.

Exercise 5. Supply the correct prepositions where necessary.

1. If one wants to have tickets delivered ___ home there is an extra charge ___ ten roubles ___ ticket. 2. Have you counted ___ the pieces of luggage? Anything missing? 3. I'll just get ___ to shake hands ___ - you. Plenty of time ___ yet. 4. We'll be ___ a minute. Time to get on the train and be quick ___ it. 5. I watched the incoming trains pull ___ slowly and the outgoing trains pull ___ picking up speed. There was no end to them it seemed. 6. They left ___ the dot. Hope they run ___ time all along the route and nothing delays them. 7. "Why is there no train ___ Portsmouth? " "There are no trains running ___ Portsmouth because the railway-men have been ___ strike since Monday last." 8. I have not got much luggage ___ me, only a handbag and an umbrella. 9. When he arrived ___ the station where he had to change George, having placed his suitcase ___ a compartment ___ the East Wobleys train and having found that it would not start ___ ten minutes, decided to spend the time walking ___ and ___ the platform. As he walked ___ the platform he saw a goods train slowly pulling ___ the station. It was drawn ___ a powerful engine and consisted ___ about forty heavily loaded trucks. 10. I showed my ticket ___ the ticket collector. 11. Does the train come ___ time? 12. The train is approaching ___ London.

Exercise 6. Read the text and explain your gatherings for business trip.

Alex Lavrov is very busy right now. His boss has just told him to go on business to Moscow. He has to take part in a conference, which will begin at 3 o'clock tomorrow. Alex has very little time and there are so many things to do.

Firstly he has to do some paperwork to get ready for the conference. Secondly he has to book tickets and pack his things. He phones up the railway booking office and inquires about the timetable and tickets. A clerk replies that there are tickets for the 10.20 train.

It is a through express train. It arrives in Moscow at about 8.30 in the morning. That suits Alex all right. He'll have plenty of time when he arrives in Moscow. Alex goes to the railway booking office. It is only a few blocks away from his work. There aren't many people in there. So it doesn't take him long to get a ticket. He buys a return ticket. It is more convenient this way. Alex has just come to the station. It is about half an hour before the departure.

There are a lot of people on the platform. They are waiting for the train to come. At last it has arrived. Passengers start getting in. Alex is among the first to get into the carriage. He quickly finds his compartment. Now he can relax for the first time this day.

He has had an awfully busy day indeed. He goes out onto the platform to have a smoke and to buy a newspaper. People are hurrying to get aboard the train. Porters are carrying luggage. Suddenly Alex at a sign on the carriage. It says – Minsk – Simferopol. What a big fool he is! He has mixed up the platform and boarded the wrong train. And the awful thing is he has no time at all to catch the train to Moscow. Certainly he has missed it. It is now 10.50. What an awful situation! All his plans have gone to pieces.

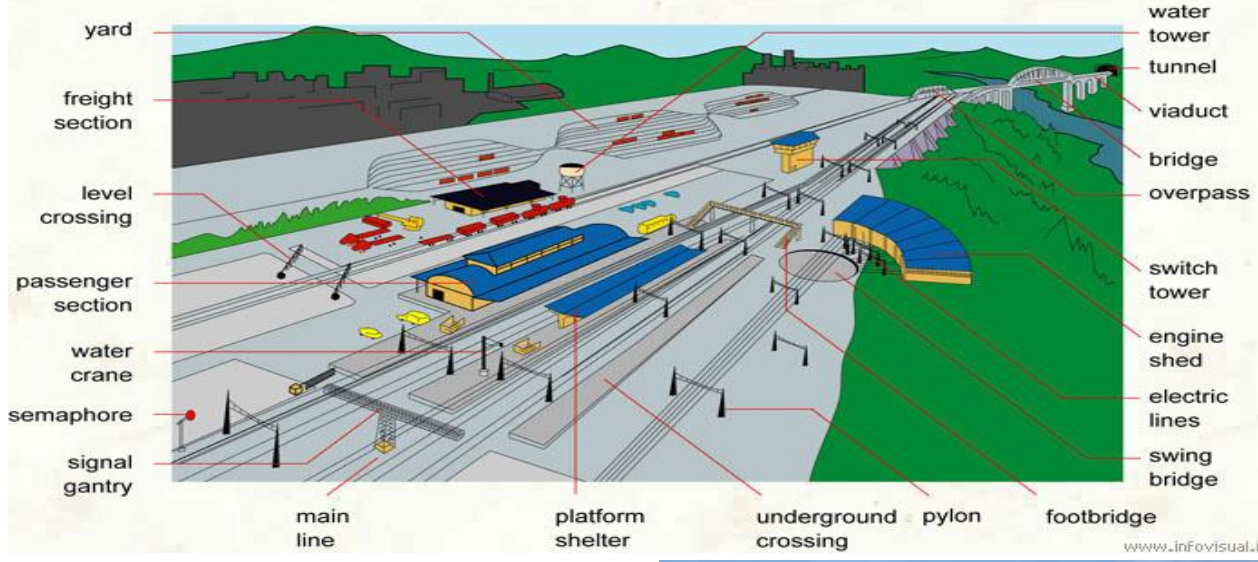
Exercise 7. Compare your own impressions with one in the text.

Exercise 8. Render the contents of the dialogues below in Indirect Speech in English.

Exercise 9. Analyze the information, which is in the highlight, and use it in practice.

Exercise 10. Add some information & make up a small report and give a talk in class.

RAILROAD STATION



www.inFovisual.info



DIALOGUE «AT EUSTON STATION »

After Mr. Stanley had made arrangements for a visit to the manufacturing plant, which Borisov and Kozin wanted to visit, he went to Euston Station to book tickets.

At the enquiry-office

- Stanley: Good morning.
Clerk: Good morning, sir.
Stanley: I've found out from this timetable that there are several trains to Glasgow daily.
Clerk: Yes, quite so.
Stanley: Is there a second-class sleeper on the overnight express which leaves at 10.15 p. m.
Clerk: Yes, the train has *sleeping accommodation*.
Stanley: What time does the train get to Glasgow?
Clerk: It's due to arrive in Glasgow at 6.30 a.m. It usually *runs on time*.

At the booking office

- Stanley: I'd like three tickets to Glasgow for tomorrow.
Booking-clerk: Which train?
Stanley: The 20.15 express.
Booking-clerk: Second class?
Stanley: Yes, *second-class sleeper*.
Booking-clerk: *Single or return?*
Stanley: Three returns tickets, please.
Booking-clerk: Just a minute. Let me see. Yes, I can give you three berths in one compartment. Here you are.
Stanley: Thank you.

Getting on the train

Borisov and Kozin hired a taxi and arrived at the station 30 minutes before the train's departure. Mr Stanley was already waiting for them.

- Borisov: Good evening, Mr Stanley.
Stanley: Good evening.
Borisov: What platform is our train leaving from?
Stanley: This way, please; here is our *carriage*. Put your suitcase on the luggage rack here.
Borisov: All right. Is there a buffet-car on the train, Mr Stanley? I'd like to have a snack.
Stanley: I was just about to tell you, that there was no *buffet-car* on the train and we'd have to do without supper. But I'm sure we *can get a snack at a cafeteria* in the station.
Borisov: I'd like to but don't you think miss the train?
Stanley: Oh, no. It won't take us long. It took them about 15 minutes to have a snack at the cafeteria and they caught the train when it was about to start.

Exercise 1. Learn the dialogue by heart and carry it on with your classmate in class. Render the contents of the dialogue in Indirect Speech in English. Translate the dialogue paying attention to italic phrases.

Exercise 2. Read the text «A Present from Strasbourg» and make up the dialogue from it and carry it on in class.

The train was plastered with names. Strasbourg – Basle – Innsbruck – Salzburg – Vienna – Budapest – Bucharest. I had a meal in the dining car and returned to my carriage.

There were a lot of French people in. They were reading newspapers and magazines. I fell asleep. When I woke up there were none of the French people but an old man with an enormous moustache. In the rack above his head there was a large wooden box. I was glad to see him. It was nice to have somebody around to talk to.

"Where are we?" I asked in French. He didn't understand. I tried my poor German. "Are we in France, Switzerland, Austria, Hungary or Romania?" I asked.

"We are still in France", he said. "Shortly we will be in Strasbourg."

"Do you live in Strasbourg?" I asked. "No, I'm going to take part in the Strasbourg Fair. I breed certain small animals for the Strasbourg Fair. The Strasbourg Fair is a wonderful thing; it must be seen to be believed. Particularly the section of small animals." I looked up at the box above his head. He smiled and nodded, "Kaninchen", he explained. I didn't know the word. I brought down my bag, opened it and took out my dictionary. Kaninchen. Rabbits. "Yes, yes", I said.

He was so pleased that he brought down the wooden box and opened it and rabbits jumped out of it. We gave them carrots and half an old sandwich and then the old man packed them up in the box, the train slowed down and it was Strasbourg. "Good luck with the rabbits," I said and shook the old man's hand. I slept again. Suddenly I was woken up.

Several officials stood in the bright light. "Where I am?" I asked in Spanish.

"Switzerland", said an official. "Have you anything to declare?" "Nothing", I said.

"No cigarettes, spirits or silk?"

"No", I said. "Is that your bag? May I open it?" "Yes", I said.

They opened it and somebody said "Kaninchen... Is it dutiable, Herr Kapitan?"

I jumped up and cried "It's not my Kaninchen. It's for the Strasbourg Fair."

I explained my story. "You have a British passport?" "Yes", I said.

"Then it is in order", said the captain. He gave me a sheet of paper and signed it.

Hours later, the lights were on again. A tall man came in the carriage and said "Good morning. Welcome to Austria. Have you anything to declare?"

"A rabbit", I replied and gave him the sheet of paper. He looked at it and returned to me. "I hope both of you will enjoy your stay in Austria", he said.

In the afternoon I arrived in Salzburg. I felt very tired. I found myself a small hotel quite near the station. "I have a Kaninchen", I told the owner's wife.

"Is it a fine Kaninchen?" She replied.

"It will be a fine pet", I said. "I present it to you."

She took the rabbit away, and I went upstairs and had a wash and a shave and a sleep and then went down to the dining room. "Here is your dinner", said the owner's wife.

She placed a steaming dish on the table. I began to eat, and then put down my fork. The taste was familiar.

"Please", I said to the lady, "what do you call this dish?"

She was surprised. "But it is a rabbit pie", she said.

"I see", I said. "Does it taste good?"

"Excellent", I replied....

Exercise 3. When and under what circumstances might we use the following phrases?

1. Here is the luggage receipt. 2. There will be overweight to pay. 3. It is time you got out (of the carriage), or you will be taken on to Portsmouth. 4. Only when I get into the train do I feel that holiday time has really come. 5. Won't you come and sit in the carriage with me before the train starts? You have just missed one. They go every hour. 6. The next one is at ten o'clock. 7. How much is the fare for a child under 12 years? 8. The dining car steward is taking bookings for dinner. 9. Do we go for the first or the second sitting? 10. If you don't mind, I'll turn off the heating. It is draughty in here. 11. Shall I close (pull down) the window? I am getting off at Stockholm. Be sure to wake me up in time. 12. I missed the train. When will be the next one?

Exercise 4. Read the passage «He deserved it» and make up the dialogue from it and carry it on in class.

It was Sunday. The trains were overcrowded. A man was looking for a seat in a carriage. Suddenly he saw a vacant seat. A small bag lay on that seat and a well-dressed man was sitting besides it.

"Is this seat vacant?" Asked the man.

"No, it is not", was the answer. "It is occupied by my friend, he will soon come. He has gone to buy cigarettes."

"Well", said the first man, "I'll sit here till he comes."

Ten minutes passed.

"Your friend will miss the train."

"Yes", nervously replied the other.

The train started but nobody came.

"Your friend is late", said the man, and with these words he took the bag and threw it out of the window. The well-dressed man tried to catch the bag but it was too late. It was his own bag and he had occupied the second seat because he wanted to be comfortable.

Exercise 5. Read the information on «National Express» and bear it in mind.

National Express operates a daily scheduled network of coach services to 1200 destinations around Britain.

- All coaches fitted with washroom-toilet.
- All services non-smoking.
- Rapid services feature stewardess service, with hot & cold drinks & snack available.

Standard fares will apply when travel in either direction is on any Friday throughout the year, and at certain other peak travel days/periods (e.g. Christmas, New Year and Easter.) *Economy fares* apply when travel in either direction is not on a Standard day.

You can make further saving on Standard & Economy returns if you book your ticket at least 7 days in advance of your outward journey.

- If you are 50 or over, a student or under 25 you can buy a Discount Coachcard which will give up to 30% off most normal fares (except advance) and cost 8 pounds for 1 year or 19 pounds for 3 years.
 - Children (15 and under) receive a discount of up to 30% off the adult fare.
 - Up to 2 children travel free with a Family Coachcard (15 pounds for 1 year.)

Exercise 6. Add some information & make up a small report and give a talk in class.

Exercise 7. Read the information & pick up the essential details in the form of quick notes.

Exercise 8. Read the text «The man in the train» and draw up the dialogue.

Mrs. Blake saw him first on the platform at Victoria Station – a tall, heavy man with dark hair, carrying a case, and a light overcoat over his arm.

"Do we know that man" she asked her husband, who was seeing her off at the station for a day's visit to some cousins in Eastbourne. "I'm sure I've seen him somewhere before." Mr. Blake shook his head. "I've never seen him in my life", he said. "Now, have you got everything you wanted? A newspaper?"

"No, thanks. I've read the paper this morning. But please get me a magazine and some cigarettes." Mr. Blake bought his wife's ticket at the booking office and then found her a seat in an empty first-class carriage.

"I'm sorry I can't stay until the train goes", he said, "I shall be late at the office now."

Mrs. Blake waved good-bye to her husband and then sat down in a corner seat to read the magazine. Then, just as the train was going to start, the tall, dark man got in. He put his overcoat and case on the luggage rack above his head, and sat down in the seat facing her. As soon as the train starts he took out a newspaper and began to read.

Mrs. Blake looked at him, she was sure she knew him. Then suddenly she remembered – in the newspaper that morning – some pictures on the front page; and among them the picture of a man whom the police wanted to find, a man the police said was a killer.

Now the man was sitting there with her in an empty compartment of a train travelling at sixty miles an hour – a train that did not stop for over an hour until it got to Eastbourne. Mrs. Blake was frightened – very frightened. What ought she to do – pull the alarm cord above her head and stop the train? "But what shall I say to the guard when he comes?" she asked herself. "I can't be sure this is the man. If it is the man in the picture, what will he do if I get up to pull the cord?"

The man was still reading his newspaper, and Mrs. Blake went on watching him over her magazine.

"If only I had that newspaper John wanted to buy me", she thought. "I could have a look at the picture again, and be sure."

After a time the man put down his paper and looked out of the window. As she watched him, Mrs. Blake was surer he was the man in the picture.

"A killer who always uses a knife", the paper said. Then she remembered something else from the newspaper story – something about a woman killed by this man in a train... Suddenly she sat up. The man's hand was moving towards the pocket of his coat. Slowly he put his hand into his pocket, and took out a knife.

Carefully he opened the blade – a long blade, pointed at the end. Mrs. Blake wanted to jump to her feet and scream for help, but she could not move. Fear held her.

Only her eyes watched the open knife in the man's hand. Now his other hand began to move towards his pocket. "He's looking for a handkerchief to put over my mouth so that no one will hear me", she thought.

But instead he took out an apple, and began to peel it slowly, putting the peel carefully into a paper bag that he also took from his pocket.

Mrs. Blake breathed more easily. Perhaps he wasn't the killer after all. But no – she looked again at his face. She was quite sure now: that was the face in the newspaper picture. And then he did something, which brought back all her fears.

He finished peeling his apple, and instead of putting the knife back in his pocket, he put it down still open on the seat beside him.

She lifted her magazine, for now he was watching her, his deep eyes never moving. "Now", thought Mrs. Blake, nearly dead with fear, "now, he's going to kill me".

But the man opened the window, threw out the paper bag with the apple peel, closed the window and sat down again. Over the top of her magazine she saw the man's right hand move towards the open knife on the seat beside him. At that moment the train began to slow down. Mrs. Blake saw the houses and streets of Eastbourne moving past the window. Then the train stopped, and the man stood up. Yes, she was right. He was the killer, for outside on the platform, waiting for him, were two policemen.

As he got down from the train, both policemen saluted smartly.

"Good morning, Inspector", one of them said. "The Chief Constable is waiting for you at the police station, sir. We have a car outside." As they walked away down the platform, Mrs. Blake picked up the newspaper, which was still on the seat. There on the front page were two pictures – one of a small man with thin lips and another of the big, dark man she now knew so well. Under the first were the words, "Jack the Killer", and under the other, "Inspector Thornton, of Scotland Yard, in charge of the case."

Mrs. Blake smiled as she got into a taxi. "John always says I don't read the newspaper carefully enough", she thought.

Exercise 9. Insert articles and possessive pronouns where necessary.

1. He was ... tall, heavy man with ... dark hair, carrying ... case, and ... light overcoat over ... arm. 2. Mrs. Blake, who was going for ... day's visit to ... cousin in ... Eastbourne, came to ... railway station with ... husband. 3. She saw ... dark man on ... platform for ... first time, but it seemed to her, that she had already seen him somewhere. 4. She asked ... husband if he knew ... man, but he said he did not. 5. Mr. Blake could not stay at ... station until ... train started, so he bought ... ticket for ... wife at ... booking office and found ... seat in ... empty first-class ... carriage. 6. Mrs. Blake sat down in ... corner seat of ... compartment to read ... magazine ... husband had bought. 7. Then ... door of ... compartment opened and ... tall man came in. 8. Looking at him Mrs. Blake suddenly remembered that she had seen ... picture of ... man on ... front page in ... newspaper. 9. He was ... killer, he killed ... woman in ... train, and ... police was after him now. 10. At railway speed he stood up and went out to inform the police.

Exercise 10. Read the joke «My brother likes to sit under the bench» and retell it.

Two young boys Nick and Tom invited by their grandmother to spend their holidays in the country came to the railway station. They bought two tickets with the money sent to them by their grandmother. When they got on the train they heard the signal given by the stationmaster and the train started. Suddenly Nick saw the ticket left by Tom on the bench of the train. Nick put the found ticket into his pocket, but did not say anything to his brother. When the ticket collector came, Tom could not find his ticket anywhere.

Nick told his brother to get quickly under the bench. The ticket collector came near and Nick asked by the man to show his ticket took out both tickets. The ticket collector seeing two tickets shown by one person asked Nick: "Whose ticket is the other one?" Nick enjoying his joke said: "It's my brother's. He likes to sit under the bench."

RAILWAY STATIONS



Former Reading Company station at Kutztown, PA along the NS Reading Line.



The railway station in Killearney, Ireland.



Former Pennsylvania-Reading Seashore Line Absecon station. The station was built in 1962.



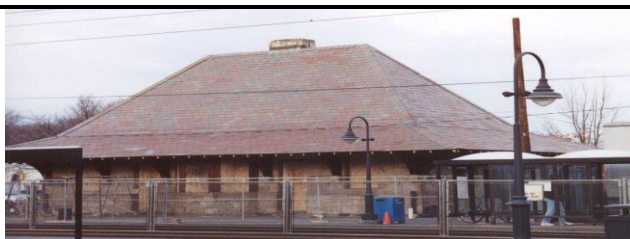
PRR Ocean Gate station, home of the Ocean Gate historical society, is now in its third location since rail service on the line was terminated.



Altoona station from the pedestrian bridge in downtown Altoona.



Another railway station in the "county" of Cork, Ireland.



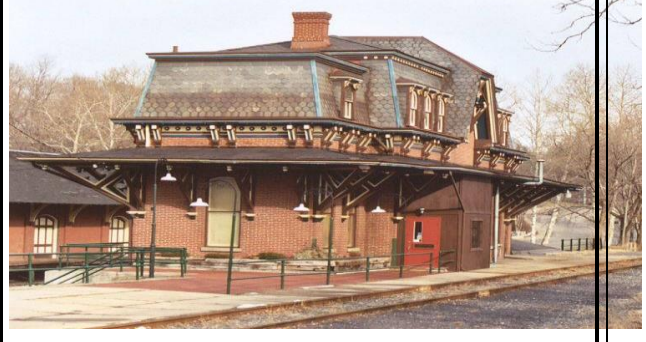
Little Silver station as seen. The station is currently under restoration.



Woodbury station. The station has been restored and is now a restaurant.



The original Matawan station. Matawan and Red Bank stations share a similar design and were built about the same time.



CNJ station at Bethlehem, PA. The station has been converted into a restaurant, with plenty of railroad memorabilia.



The Matawan freight station as seen in 2011.



CNJ freight station at Bethlehem, PA.



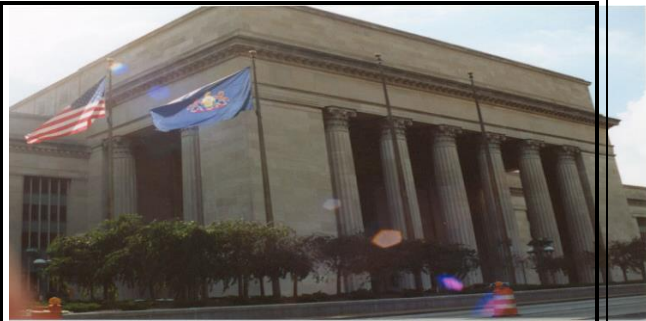
The new Matawan station is built along a curve as seen in 2011.



Lehigh Valley station as Easton, PA as seen in February 2012. The loading docks.



While passenger service has long been discontinued, NS freights still roll above, though several tracks have been removed under the signal bridge.



Amtrak's 30th Street station in Philadelphia. Built by the PRR in 1923, the station was restored by Amtrak in the late 1980s and retains its splendor. The station also hosts Septa and NJT trains.



Former PRSL Tuckahoe station completely restored by Upper Township.



Former Reading Company station at Lebanon, PA.



DIALOGUE

(Peter and Jane are at home. A doorbell rings. Peter goes out and comes back with a telegram.)

PETER: *(Reads the telegram aloud)* "Arriving Sunday 10.30. Love Granny."

JANE: Oh, grandmother is coming! Wonderful! I'm so glad! Now grandmother will help me about the house, she'll look after the children and we'll be able to go to the theatre, to the cinema, to concerts, exhibitions; we'll have a chance to see friends...

PETER: That's true. We haven't been to the theatre for a long time.

JANE: By the way, is grandma arriving by train or by plane?

PETER: I don't know. There's nothing about it in the telegram.

JANE: Where shall we go to meet her – to the railway station or to the airport?

PETER: Do you think grandmother would prefer flying?

Jane: Oh, yes, she has advanced ideas. She's so up-to-date, you know...

PETER: We'll first find out if there's a train or a plain arriving at 10.30 from Odessa on Sunday!

JANE: We'll ring up the information bureau and find out.

PETER: By the way, do you think it is 10.30 a.m., or 10.30 p.m.?

JANE: Well, she doesn't write about it, does she?

PETER: No.

JANE: Never mind. I'm so glad that she's coming! Let's ring up the information bureau. Where's the telephone directory?

PETER: You needn't look up the number of the inquiries. I remember it.

JANE: *(Dials the number.)* Excuse me, is that inquiries?

CLERK: Yes.

JANE: Can you tell me if there's a train from Odessa arriving Sunday at 10.30?

CLERK: Yes, the train from Odessa arrives at 10.30 a.m. every day.

JANE: Excuse me, I have one more question. Is there a plane from Odessa at 10.30?

CLERK: Yes, that's a coincidence, isn't it? But there is a plane arriving from Odessa at 10.30 a.m. as well. By the way I see in the timetable here that there are two flights from Odessa daily at 10.30 a.m. and 10.30 p.m.

JANE: 10.30 a.m. and 10.30 p.m.? Well, I don't know. You see I've received a telegram that a relative of mine is arriving on Sunday at 10.30. But she doesn't say whether it's by train or by plane, whether it's 10.30 a.m. or 10.30 p.m.

CLERK: I'm afraid you'll have to come to the airport twice to meet your relative if he or she doesn't arrive in the morning. You'll have to come again in the evening.

JANE: But what about the 10.30 train from Odessa?

CLERK: Well, your relative may come by train...

JANE: It's my grandmother.

CLERK: In that case it's more likely that she comes by train. Old people prefer to travel by train. That means that someone must be at the railway station and someone else at the airport. That's all I can recommend you. By the way, I've just looked up the timetable of the seaport. A sealer sailing from Odessa round Europe will dock in Petersburg at 10.30 on Sunday morning.

JANE: Oh, thank you for telling me anyway. (Jane hangs up the receiver.) What shall we do, Peter? There's a train and there's a plane from Odessa at 10.30 on Sunday morning...

PETER: I'm afraid one of us will have to be at the railway station when the train from Odessa arrives and the other will have to go to the airport to meet the plane from Odessa.

JANE: That means that you'll go to the airport and I'll go to the railway station. And the children will have to stay with neighbours.

(Jane is near the Inquiries at the railway station. The voice over the radio announces: "The train standing at platform 3 is the 10,25 train for Moscow... The train arriving at platform 1 is the 10.15 from Bologoe...")

JANE: *(To the clerk)* Excuse me, I'd like to get information about the train from Odessa, please.

CLERK: Which train?

JANE: The one that comes at 10.30. Does it run on time?

CLERK: Yes, the train from Odessa runs to schedule. It is due in 5 min. at platform 4.

JANE: Thank you. You see, I've come to meet grandmother, and I don't know the number of the carriage.

CLERK: Then you'd better wait for her here or go to the lost property office. We recommend passengers to meet there in case they lose each other at the railway station. Yes, the lost property office.

JANE: Thank you. But I'd better stay here.

(A man with heavy suitcases stops near Jane.)

THE MAN: Whew, nearly missed my train! But they changed the time of departure, and now I still have half an hour. I wish I had known about it before. I had to take a taxi because of this entire luggage, and the taxi was held up in a traffic jam. I thought I'd never catch the train!

JANE: Yes, the traffic's terrible these days.

THE MAN: It's much quicker by underground, but I can't carry these suitcases long myself...

JANE: Yes, I can quite see that.

THE MAN: I didn't even have time to have a cup of tea today. Is there a buffet somewhere in the station?

JANE: Yes, there is. I saw it as I was coming here from the underground station. It's over there, just behind the booking office...

THE MAN: Oh, good. I'll go along there and get myself a cup of tea and something to eat. My luggage should be quite safe here, shouldn't it?

JANE: Oh, yes, I'll be here another five minutes. I'll keep an eye on it.

THE MAN: Oh, thank you very much. Not that there's anything of value in it. Just clothes and things. But it's very awkward to lose them when one's travelling. I'm going to Odessa. I'm going to be away for about a month. On holiday, you know, so I'll rush to be buffet for a quick snack, I'll be back in a few moments.

JANE: Please, don't stay away too long, I'm here to meet my grandmother. I mustn't be late.

(The man goes away. The voice over the radio announces: "The train arriving at platform 4 is the train from Odessa due in at 10.30. I repeat, the train arriving at platform 4 is the train from Odessa due in at 10.30.")

JANE: Oh, the train from Odessa is here! What shall I do? Bother! I can't leave that man's luggage. Damn the man, now I'll miss grandmother...

(Peter is queuing up for information at the airport. A woman before him is asking the clerk. Peter is waiting for his turn.)

THE WOMAN: Where do I have to check in for 1945 flight to Moscow?

CLERK: Moscow? May I have your ticket?

THE WOMAN: Yes, here it is.

CLERK: Your check-in desk is over there. It's number 5.

THE WOMAN: I have two suitcase with me. What shall I do with them?

CLERK: You'll have to put them on the scales. Air passengers are allowed to take 20 kilograms of luggage free.

THE WOMAN: And this small bag. May I keep it with me in the plane?

CLERK: You must weight that as well.

THE WOMAN: Oh, dear!

CLERK: Your suitcases look very heavy. I'm afraid there'll be an excess baggage charge. Perhaps there's something you could take out? Otherwise you'll have to pay extra.

THE WOMAN: This is a bit of a nuisance. Are you sure it may be overweight? Surely, it doesn't matter if it's just over, does it?

CLERK: You'd better have your suitcases weighed first. We have our regulations, and we have to keep them. *(he woman goes away. Peter comes up to the clerk. It is his turn.)*

PETER: Can you tell me if the plane from Odessa has landed?

CLERK: Which plane? What is its flight number?

PETER: I don't know. The plane is due in at 10.30, that's all I know about it.

(The clerk looks up at Peter. She finds him handsome and begins to flirt a little.)

CLERK: That is flight 213 from Odessa, yes, the plane has landed and is taxing towards airport. The gangway or the ramp as we usually call it will be brought to the aircraft in a minute. Are you here to meet someone? Your girlfriend I suppose?

PETER: No, my grandmother is coming from Odessa...

CLERK: (Changes her attitude) You'll have to hurry if you don't want to miss your grandmother... The passengers of flight 213 are in the airport already.

PETER: Oh, I must run... Thank you... *(Peter and Jane's flat. Jane is already in.)*

JANE: Well, have you met grandmother?

PETER: No, and you?

JANE: Neither have I. And what did you find out at the airport?

PETER: I didn't meet grandmother there.

(The doorbell rings. Peter goes out and comes back with grandmother.)

JANE: Grandmother! Hello dear! And we were at the railway station and the airport to meet you. We returned only a moment ago!

GRANDMOTHER: Well, well. Here I am at last. This young man was very good to help me with the luggage. He brought me here in a taxi.

JANE: (Thank you very much for all you've done for our grandmother.

YOUNG MAN: It was no trouble at all. I'm glad I could help.

PETER: Thank you very much. *(To grandmother)* Have you come by train or by plane, grandmother?

GRANDMOTHER: I flew of course, my dears, to save time!

Exercise 1. Learn the dialogue by heart and carry it on in class. Render the contents of the dialogue in Indirect Speech in English.

Exercise 2. Read the text and say whether the following statements are true or false.

- There has been a railway across Canada for a long time.
- Tea and coffee are free.
- The best place to see the scenery is in the Mural Lounge.
- The price includes breakfast, lunch, and dinner.
- The internal design of the trains is in a modern style.
- All "roomettes" have their own washing facilities.
- The beds in the "section" are above each other.
- The bedrooms' have private facilities.
- All seats in coach class have footrests.
- Only first class passengers get meals served at their seats.
- Young people under 24 receive a 10% discount on some journeys.
- Children under 2 travel free.

Exercise 3. Remember that.

Travelogue (travelog) – лекція про подорож із демонстрацією відео- чи фотоматеріалів; фільм про подорожі (художній чи документальний); літературний твір з оповіддю про подорожі. A movie, book, or illustrated lecture about the places visited and experiences encountered by a traveller. A travelogue is a talk or film about travel or about a particular person's travels.

Travel expenses – витрати під час подорожі (відрядження).

Essential travels – необхідні подорожі. Travels abroad – закордонні подорожі.

Exercise 4. Define the key points.

Exercise 5. Analyze the information, which is in the highlight, and use it in practice.

Exercise 6. Read the information on «the Canadian express» & render it briefly in English.

An unhurried journey through unspoilt terrain or a fast, frequent service to cross the country – since the pioneer days, when the iron road first linked the eastern seaboard to the Canadian Pacific, the ideal way to see this great dominion has always been VIA RAIL. Perfected now in Via Rail, everything from a short journey to a transcontinental adventure is enjoyed in style, abroad transport that blends the comfort and technology of today's world with the romance and service of the past.

No long miles of driving behind you or parking problems ahead, juts a leisurely journey on a sleek silver train, from the center of one city to the heart of the next.

Travel across Canada from Toronto to Vancouver and enjoy the superlative Silver and Blue class service. Aboard the country's premier train you have exclusive access to three different salons, all serving complimentary tea and coffee throughout the day.

There is the snug Bullet Lounge, the atmospheric Mural Lounge, and the Observation Dome, with its panoramic wrap-around windows. In addition, all means are included. (Breakfast, lunch, and dinner – however, this does depend upon what time you join and depart from the train.) Silver and Blue class dining is a model of elegance and refinement: china, silverware, flowers, and linen adorn the dining car tables, which give you ample space: the menu matches the wine list in excellence and the service is friendly and efficient.

On the shorter routes across central Canada VIA RAIL's Corridor Service offers a convenient way to across such a vast country. VIA RAIL has refurbished some of its classic trains in all the rich fabrics, subtle colours, and polished wood of the art-deco era. Your choice of route and cabin accommodation is outlined below.

Sleeping Class: you have a choice of three levels of comfort. *Roomette:* ideal for one person, the little cabin has a comfy seat and turns into snug sleeping quarters at night (private facilities on western routes). *Section:* semi-private with wide couch-style seats facing each other; these convert to bunk beds, with heavy curtains for privacy at night.

Bedroom: ideal for two adults, by day a private living room with two armchairs and a picture window, by night this converts to lower and upper berths. The cabins have a sink and WC.

Coach Class: there is plenty of space to move around, comfortable reclining seats, and chair-side drinks and snacks service. On longer routes, Coach Service seats are enhanced by footrests and there's a cafe and glass-domed observation car.

VIA RAIL's first class service and adds to the coach car comfort with exclusive lounges at Montreal, Toronto, and Ottawa, preboarding privileges, distinctive decor, a cellular phone on board, delicious meals served at your seat, complimentary drinks, and a choice of wine and liqueurs with your meal.

Discounted fares

VIA Rail offers discounted fare for the economy conscious. Senior (60 plus) and youth (up to 24 years) receive a 10% discount across the VIA network. Applicable at any time, on all VIA services. This can be combined with seasonal fares, giving a possible total 50% discount – to receive seasonal discounts, advance purchase may be necessary.

Children aged 2-11 years are eligible for a 50% discount on Coach Class, and free travel is available for each child under two years accompanied by one child. (A second infant with just one adult pays 50% of Coach Class fare.)

Exercise 7. Join up the statements in A with the ones in B to make a complete sentence.

A Even though the coach to Madrid was very cheap.

1. If you travel in low season, it's usually much cheaper.
2. Even though there wasn't much snow.
3. She had a great time travelling round Europe.
4. Suzi Cars only hire out small cars.
5. Although the flight time from London to Paris is short.
6. On the one hand, the ferries are very regular.

B I don't think we'd do that journey again.

- a. On the other hand, they are very slow.
- b. Whereas Hertz have a full range of vehicles.
- c. We had a really good skiing holiday.
- d. What's more, you avoid the crowds.
- f. But you also get discounts in hotels.
- e. In spite of the weather.



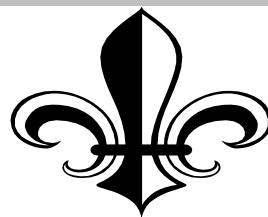
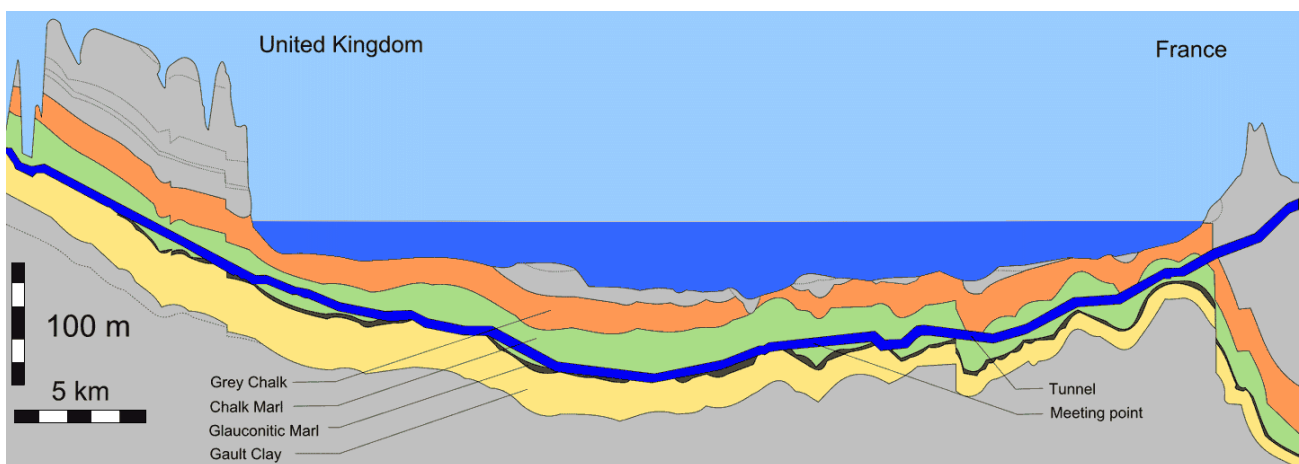
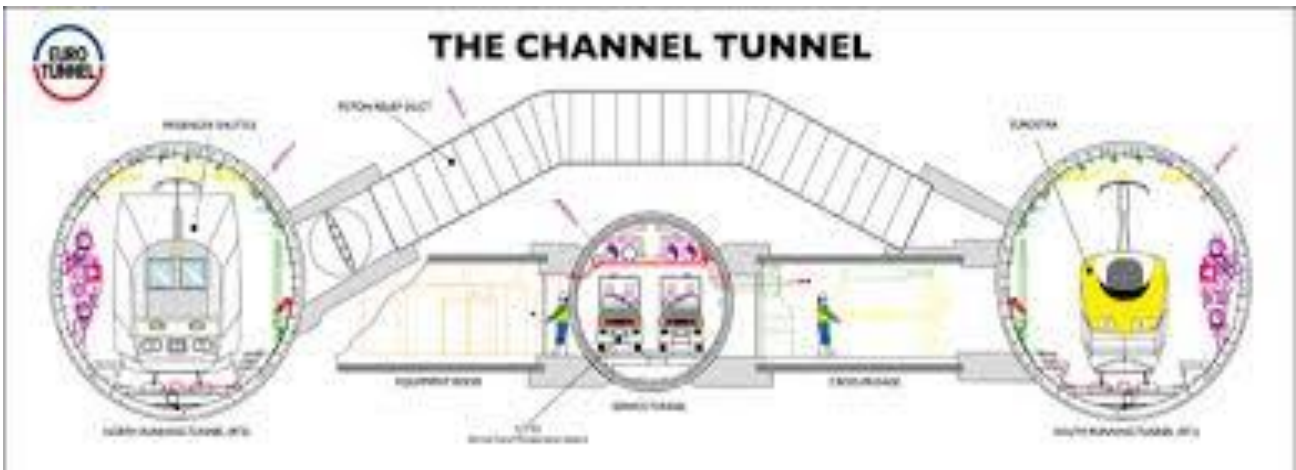
Exercise 8. Read the text and add some facts about the Channel Tunnel.

The Greatest engineering project ever

The Channel Tunnel is not just one tunnel; it consists of three tunnels, each thirty miles (about 50km) long. It is the second longest tunnel in the world. The longest is the Seikan tunnel in Japan, but the Channel Tunnel has a longer under-sea section.

Fifteen thousand workers built it (ten died in accidents) and 1,200 companies supplied equipment. It cost ten billion pounds to build. One team began drilling in France and the other in England. The biggest problem for the builders was ensuring that the tunnels met at exactly the same place under the sea in the middle of the Channel.

The drilling machines were the heaviest ever made, each weighing up to 575 tons. In the opinion of Roger Dobson, Director General of the Institute of Civil Engineers: "The Channel Tunnel is the greatest engineering project ever." The tunnel itself is an average of 45 m below the seabed and has 220 km of railway track. It has the most sophisticated railway control system in the world, and will be the busiest railway track in Europe, with one train every three minutes.



TOPICAL VOCABULARY

aircraft – авіація, літак jet
liner – реактивний лайнер
flight – переліт
turbo-jet – турбогвинтовий
helicopter – вертоліт, гелікоптер
heliport – вертолітний майданчик
airport of departure – аеропорт відльоту
(aero)plane – літак
to board a plane – сісти у літак
boarding – посадка (у літак)
turbo-prop – турбореактивний
motorless flying – політ без двигуна
air-screw – пропелер
scheduled flight – рейс за розкладом
delayed flight – рейс із запізненням
waiting area – вихід на посадку
dates of flight – дата відльоту
to circle over the airfield – робити кола над смугою приземлення аеродрому
pilot – пілот, льотчик mechanic – бортмеханік
cockpit – місце пілота у кабіні
airline – повітряна лінія
call button – кнопка виклику бортпровідника, стюардеси
window seat – місце біля ілюмінатора
aisle – місце біля проходу
luggage handling – оформлення багажу
non-stop flight – переліт без пересадок, прямий переліт
boarding pass – талон для посадки
landing – посадка, приземлення
carrying capacity – вантажопідйомність, здатність піднімати вантаж
air sickness – повітряна хвороба
to be airsick – нездужати на повітряну хворобу
unscheduled (forced) landing – примусова посадка
aircrash (air disaster) – повітряна катастрофа
radio beacon – радіомаяк
loop – петля spin – штопор
glider / gliding pilot – планер
aerobatics – вища майстерність керування літаком
cross wind – бічний вітер
the engine is out of commission – двигун вийшов з ладу
pressurized cabin – герметизована кабіна
wingover – розворот через крило
soundproof, fireproof, waterproof, shockproof – звуконепроникний (водонепроникний)
air carrier – вантажний чи поштовий літак; авіакомпанія

air coach – пасажирський літак другого класу (зі здешевленим тарифом); туристичний авіалайнер; другий (здешевлений) клас

air control – 1) панування у повітрі 2) керування повітряним рухом; повітряна диспетчеризація 3) авіадиспетчерська служба 4) авіадиспетчер

air express – термінові транспортування посилок літаком

air fleet – повітряні сили Air Force – військово-повітряні сили

air passage – повітряний коридор; подорож літаком; авіаквитки

to book air passage for New-York – замовити квитки на літак до Нью-Йорка

to go by air – летіти літаком

be in the air – перебувати у непевному становищі; відчувається у повітрі

aviation engine – авіаційний двигун

general aviation – громадянська авіація

to board/take an airplane – сісти у літак, піднятися на борт літака

to bring (shoot down) an airplane – збити літак

to bring down (land) airplane – посадити літак

to ditch airplane – зробити примусову посадку

to fly (pilot, navigate) an airplane – керувати літаком

to hijack airplane – захопити літак

airplane crashes – літак розбивається

jet airplane – реактивний літак

propeller-driven airplane – гвинтовий літак

airplane observer – льотчик-спостерігач

BOOKING AIR-TICKETS

Air-Travel Booking Office	Продаж квитків на літаки
How much is an air-ticket to NN?	Скільки коштує квиток в Н.?
Where / at what window can I book tickets on the plane to N?	Де можна купити квитки на літак в Н.?
How many days in advance can I book an air-tickets?	За скільки днів наперед можна купити білет?
You can book your air-tickets fifteen days in advance.	Авіаквиток можна купити за 15 днів.
Unfortunately, all seats for this flight are already booked.	На жаль, всі місця на цей рейс продані.
Will a night flight suit you?	Вам підійде нічний рейс?
What is the checking-in time at the airport?	Коли потрібно прибути в аеропорт?
You should arrive at the airport an hour before the plane is due to take off.	Вам потрібно прибути в аеропорт за годину до вильоту літака.
Can I reserve tickets for ...?	Можна забронювати квиток на ...?

ON THE PLANE

Could you help me to fasten belts?	Ви не допоможете мені пристебнути ремінь?
Do not put your belongings in the aisle.	Не ставте речі в прохіді.
Is food served during the flight?	Дається чи в польоті харчування?
At what height / altitude are we flying?	На якій висоті ми летимо?
At the height / altitude of 9000 m.	На висоті 9000 м.
At what speed are we flying?	З якою швидкістю ми летимо?
At 900 km per hour.	Зі швидкістю 900 км на годину.
The plane is arriving exactly to schedule.	Літак прибуває точно за розкладом.
Flying makes me ill.	Я погано переношу політ.
The plane is about to land.	Літак скоро здійснить посадку.

AT THE AIRPORT

How do I get to the airport?	Як проїхати в аеропорт?
What time do I have to be at the airport?	Коли я повинен бути в аеропорту?
Where is the check-in desk?	Де реєстрація?
Where can I leave my luggage?	Де можна здати речі в багаж?
What is the free luggage allowance?	Багаж якої ваги провозиться безкоштовно?
What is the charge for excess baggage?	Скільки стягується за багаж понад цієї ваги?
What can I take to the cabin?	Що я можу взяти з собою в салон?
Only briefcases, small parcels and bags, and the like can be taken to the cabin.	Можна тільки портфелі, невеликі пакети і сумки і т.п.
There's smth. made of metal in your handbag.	У вас у сумочці щось металеве.
Has the boarding time been announced?	Посадка вже оголошена?
When is our plane taking off?	Коли вилітає наш літак?
What's the departure time for flight number...?	Коли відправляється рейс № ...?
When does the next plane leave for ... take off?	Коли наступний літак на ...?
Is this a non-stop (direct) flight?	Це безпосадочний політ?
At what time does the plane arrive in (at)...?	У який час літак прибуває в ...?
What airport will we arrive in (at)?	У якій аеропорт ми приземлимося?
How many hours does the flight take? /	Скільки часу триває політ?
Is there a direct service between N & NNN?	Якщо є пряме сполучення між ... і ... ?
You'll have to change planes at N?	Вам потрібно пересісти на інший літак в Н.

INSCRIPTIONS & ANNOUNCEMENTS

ARRIVALS	Прибуття
BAGGAGE CHECK-IN	Реєстрація багажу
REGISTRATION OF PASSENGERS, TICKETS & LUGGAGE	Реєстрація пасажирів і оформлення багажу
BAGGAGE CLAIM	Отримання багажу
DO NOT LITTER! CART RENTAL END	Чи не смітити! Прокат багажних візків
ATTENTION!	Увага!
FIRST CLASS ONLY	Тільки для пасажирів 1 класу
DEPARTURE GATE	Вихід на посадку
PASSENGERS FOR FLIGHT 756 BOARD THE BUS.	Пасажири рейсу 756 сідайте в автобус.
THE AIRPORT IS CLOSED DOWN.	Аеропорт закритий.
ARRIVALS HAVE BEEN DELAYED AS WELL AS DEPARTURES.	Прибуття і виліт літаків затримуються.

Exercise 1. Analyze the vocabulary notes and remember them.

Exercise 2. Compare your own experiences with ones in the text A Trip by Air.

I want to reach my destination as quickly as possible. I am in a great hurry. So I think the best way to travel is by plane. I book my ticket in advance. On the appointed day after packing my luggage I proceed to the airport by bus. I already see the big airliner, which is to carry me. Soon I board the plane. It is a comfortable streamlined machine with 20 seats. I look round. In front I already see the pilot and the mechanic in the cockpit. We all recline in comfortable armchairs. I notice there is a kitchenette in the rear part of the plane where the stewardess is already preparing sandwiches. Very soon we take off. In a few minutes we are already above the clouds. I ask the pilot at what altitude we are flying. "2000 metres" he replies. The land can sometimes be seen below between the clouds. It looks like a geographical map. Our plane is due at its destination in six hours. I read some magazines, then for a short while I quietly doze. Soon the stewardess brings us some tea and sandwiches. I eat with great appetite. Our plane arrives at its destination exactly on time at 12 sharp. What a saving of time!

Exercise 3. Translate the phrases with the keyword «advantage».

Advantage, unfair advantage, great (definite) advantage over smb., to be at an advantage, to smb.'s advantage, to turn smth. to one's advantage, to advantage, to take advantage, to take advantage of smb.'s good nature, to take advantage of the opportunity, to advantage the economy of the country, to turn to advantage, to enjoy advantages, to gain an advantage of smb., to score an advantage, the best advantage, mutual advantage.

Exercise 4. Transfer the given information from the passages onto a table.

№	Activity			
	Event	Where	When	Score
1.				

Exercise 5. Read the text and choose the keywords that best convey the gist of the text.

Modern life is impossible without travelling. True, we often get tired of the same surroundings and daily routine. Hence some relaxation is essential to restore our mental and physical resources. That is why the best place of relaxation, in my opinion, is the one where you have never been before.

It is by means of travelling that you get to that place. To understand how true it is you've got to go to a railway station, a sea or a river port or an airport. There you are most likely to see hundreds of people hurrying to board a train, a ship or a plane.

To be on the safe side and to spare yourself the trouble of standing long hours in the line, you'd better book tickets in advance. All you have to do is to ring up the airport or the railway station booking office and they will send your ticket to your place.

And, of course, before getting off you have to make your preparations. You should settle all your business and visit your friends and relatives. On the eve of your departure comes you call a taxi and go to the airport or the railway station.

For some time you stay in the waiting-room. If you are hungry you take some refreshments. In some time the loud speaker announces that the train or the plane is in and the passengers are invited to take their seats. If you travel by train you find your carriage, enter the corridor and find your berth.

It may be a lower berth, which is more convenient or an upper one. You put your suitcase into a special box under the lower seat. Then you arrange your smaller packages on the racks. In some time the train starts off. Travelling by train is slower than by plane, but it has its advantages. You can see the country you are travelling through and enjoy the beautiful nature. It may be an express train or a passenger one.

There is no doubt it's much more convenient to travel by an express train, because it does not stop at small stations and it takes you less time to get to your destination. But if you are in a hurry and want to save your time you'd better travel by plane, because it is the fastest way of travelling. After the procedure of registration you board the plane at last.

You sit down in comfortable armchair and in a few minutes you are already above the clouds. The land can be seen below between the clouds and it looks like a geographical map. After the plane gained its regular height the stewardess brings in some mineral water. You can sit and read a book or a magazine, look through the window to watch the passing clouds change their colour from white to black.

Some people prefer to travel by ship when possible. A sea voyage is very enjoyable, indeed. But to my mind the best way of travelling is by car. The advantages of this way of spending your holiday are that you don't have to buy a ticket, you can stop wherever you wish, where there is something interesting to see. And for this reason travelling by car is popular for pleasure trips while people usually take a train or a plane when they are travelling on business. When you get tired of relaxation, you become home-sick and feel like returning home. You realize that «East or West – home is best», as the saying goes.

Exercise 6. Remember that.

Short stay, long stay, arrivals, arrivals board, departures, international check-in, international arrivals, ticket office, domestic flights, lockers, payphones, duty free shopping, transfers, right connections, baggage claim, passport control, Customs, car hire, departure board, now boarding, delays, canceled, last call, gate closing, gate closed, expected, landed.

Exercise 7. Analyze the information and use it in your practice.

Modern life is impossible without travelling. Of course the fastest way of travelling is by plane. Many people prefer travelling by air as it is the most convenient, comfortable and quickest means of travelling. Travelling by plane has also its advantages and disadvantages.

If you are going to travel by air you'd better buy tickets beforehand because many people are fond of travelling by plane. There are some reasons why people choose that means of travelling. If it is summer outside it will be better to think of your trip before the vacation starts. To understand how true this is, you only have to go to an airport.

Modern planes have very comfortable seats in all cabins, and there are first class, business and economy class cabins. Inside the cabin the air is always fresh and warm. Before the plane takes off the stewardess helps everyone get comfortable in the seats and wishes them a pleasant trip. She also gives all the information about the flight, the speed and the altitude. During the flight you can have something to drink and to eat.

You can read newspapers and magazines or simply look out of the porthole. But you will see nothing outside but the clouds. You can buy first-class, second-class and third class.

You must be in time for your flight because you must have time to pass custom and passport controls and check in. Before boarding the plane the passenger must register at the airport. While registering he is required to have his luggage weighed.

If the luggage weighs more than 20 kilograms you have to pay extra. Sometimes people forget the time and the number of the flight. They can always ask for that at the airport's information bureau and get information about next flights and their timetables.

Sometimes passengers don't feel as if they are walking on good solid ground when on board the plane. They can get airsick and then travelling by air becomes a real torture for them. Nowadays travelling by air is one of the dangerous means of travelling.

There are a lot of air crashes and many people die in them. I think people prefer safety to comfort on board a ship. Though we all seem to agree that the future belongs to air transport, other means of travelling are still popular today.

Exercise 8. Answer the questions.

1. Is modern life impossible without travelling? 2. What is the fastest way of travelling? 3. What do many people prefer? 4. Is it the most convenient, comfortable and quickest means of travelling? 5. Has travelling by plane got its advantages and disadvantages? 6. What will you do if you are going to travel by air? 7. Are many people fond of travelling by plane? 8. Are there any reasons why people choose that means of travelling? 9. What will it be better to think of if it is summer outside? 10. What do you have to do? 11. There you will see hundreds of people hurrying to catch a plane, won't you? 12. You'll waste a lot of time standing near the booking office trying to buy a ticket, won't you? 13. Do modern planes have very comfortable seats in all cabins? 14. Are there first class, business and economy class cabins? 15. Is the air inside the cabin always fresh and warm? 16. What does the stewardess do before the plane takes off? 17. Does she give all the information about the flight, the speed and the altitude? 18. Do you have something to drink and to eat during the flight? 19. What can you do during the flight? 20. You must be in time for your flight because you must have time to pass custom and passport controls and check in, mustn't you? 21. What must the passenger do before boarding the plane? 22. Is he required to have his luggage weighed?

INFORMATION FOR PASSENGERS

Space Limitations

One obvious problem is lack of space. This does vary considerably from airline to airline and from airplane model to airplane model. If you travel a lot, you might want to sample different airlines and airplanes to determine your preferences.

If you are very tall, you may prefer an aisle seat. This will hopefully give you a chance to stretch your legs into the aisle from time to time. Even better is to get a *bulkhead seat*: there is usually more legroom in those positions. Be advised, however, that those seats go quickly; it pays to book ahead! Oddly, something that helps you feel less cramped is to travel with a friend instead of alone. The better you are acquainted with someone, the harder it is to have your *personal space* violated.

Air Quality

The air that you breathe inside an airline cabin isn't nearly as good as what you will find most other places. The cabin is pressurized, since the air is so thin at altitude.

However, they don't pressurize it to sea level; it is substantially weaker. (This is part of why air travel can be so draining; you can end up with mild altitude sickness!)

Furthermore, the air is very very dry. This can lead to dehydration, which can also make you feel lousy. I strongly advise bringing a litre or two of water with you, and guzzling that non-stop throughout the trip. Finally, the air is filled with the products of your fellow travellers. One of these can be cigarette smoke; while smoking has been banned on domestic US flights; such rules are not followed around the globe. Although it might horrify some Americans, not all countries even mandate separate smoking sections!

Another exhaust product is germs. Because airplane tickets are so expensive, and because such effort is involved in making such a trip, people will fly sick. If your immune system is compromised in any way (HIV, chemotherapy, immunoglobulin deficiency), you may well want to wrap your face in a scarf or wear a surgical mask.

Because of the altitude, airplanes can also be quite cold (especially the floor). I *always* take a jacket with me on the plane and take one of the blankets that the airline provides. Wool socks are not a bad idea either. On the larger planes, there is usually a little fan that blows on you. The airflow can be adjusted by twisting the unit.

Planes are also very noisy. You might not think this is a big deal, but it wears away at you. Consider bringing some earplugs with you.

Most of the large jets have sound systems built-in. Many of the newer planes also have built-in TV systems for movies and infomercials. Usually, you have to pay a small fee (generally around \$5) to rent headphones if you want sound. Be advised that the sound quality will NOT rival that of a compact disk player: the tapes get played over and over again, and the lack of fidelity can pain a purist.

You can bring portable tape and/or compact disk players aboard with you, but airlines may restrict their use (especially on takeoff and landing). There is some concern that the electromagnetic fields generated by consumer electronics can interfere with the airplane's navigational signals. I don't know if these concerns have been empirically substantiated, but I don't care. I'd rather be bored than in a plane crash.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Analyze problems connected with fear of flying.

Most people have a fear of heights. This is a reasonable survival trait! However, when coupled with extreme media coverage of disasters, this can lead to very debilitating fear of flying. Furthermore, for many people, not having any control of the plane makes the fear worse. This is not unlike how one usually worries more as a passenger in a car than as a driver of a car. This is not necessarily a *rational* fear, if looked at in the context of all possible hazards. There are far fewer fatalities per airline passenger-mile than there are per automobile driver-mile. This is probably due in part to the fact that someone else is doing the driving, and that someone else has been extremely well trained, is not tired, is not drunk, and has a backup in case he or she spills coffee in his or her lap.

Knowing a little bit about aerodynamics can sometimes reduce your anxiety.

Despite what we all learned from watching Saturday morning cartoons, you do not hang in the air until you look down, you can not run into and become part of a painting, and, in particular, you do not go straight down the moment you run out of speed. Cartoon Laws Of Motion do not apply in The Real World.

Even if airplanes flew like bricks, the plane would cover quite a few horizontal miles were it to fall. But planes are not bricks, they are sideways sails. Lift is generated by the forward motion of the plane, so the plane does not even fall as fast as a brick.

In the time that it takes for the airplane to get to the ground, the pilots have quite a bit of time to search around for a convenient highway to land on. Captain Tom Bunn, who is both an airline captain and a licensed therapist, tells me that a 747 at cruising altitude that lost all power to all engines would have about 132 miles to find a suitable road on which to make an emergency landing.

Captain Bunn is president of SOAR, which counsels people with fear of flying.

Furthermore, commercial jets always have at least two (usually three) engines.

The chances of two failing simultaneously are very slim. So relax.

Personally, I lost all fear of flying after living close to an airport for a few years.

The airplanes kept going up and they kept landing. They kept going up, and they kept landing. Over and over and over again, hundreds of times per day. And never once did a plane crash at that airport. This made me understand at a very visceral level just how safe air travel is. If all this logic doesn't help you, join the ranks of thousands and do what they do: get drunk before you get on the plane!

(Note: I got some pretty irate email from an airline steward complaining about how awful drunkards were to deal with on the plane. If you aren't a happy drunk, booze might not be the best relaxant.)

Exercise 3. Read the passage and translate it in writing into your native language.

Jet lag is your body's way of asking you not to abuse it by upsetting its normal cycle. Basically, your body is used to falling asleep at certain times of the day. If you go waltzing across multiple time zones, your body doesn't much care: it still wants to fall asleep at its normal time, and it doesn't much care if it happens to be three in the afternoon.

There have been some studies that suggest that paying close attention to what you eat when can reduce the transition time. Two good rules of thumb: it takes about one day per hour of time shift to totally get over jet lag. It is also much harder to travel east than it is to travel west.

Exercise 4. After reading the passage give your own experiences on food on airlines.

Food on airlines is about what you would expect, considering that all the food must be prepared ahead of time and served to a large number of people with very different taste preferences. It is amazing that the food is as good as it is, but still, it frequently will not please you. U.S. carriers are pretty good about accommodating standard dietary preferences, but you have to help them out. If you are vegetarian or keep kosher, tell your travel agent when you purchase the ticket, and the airlines will usually accommodate you. If you have food allergies, you are probably safest bringing your own food with you. Be advised that many countries have import restrictions on foods. If you bring food, be sure that you either finish it all on the plane or make sure that it will clear customs.

Morley Selver suggests never getting on an airplane hungry.

You might think you will get a meal shortly, but the following could happen:

Everyone boards the aircraft, then they decide they have to fix something. They are not sure how long it will take, therefore nobody is allowed off.

You take off on a 3 hour flight that has 2-1/2 hrs of turbulence where the flight crew is not allowed to serve meals.

You do not like the food.

There is an electrical problem with the galley and your half of the plane does not get a meal. The best bet is to eat before you get on or take something you can snack on (a granola bar).

Exercise 5. Give your explanations on non-flights.

Occasionally, you will not be able to go out on your scheduled flight. Sometimes the bump will be because the passengers did not follow statistical means, and fewer people cancelled than the airline expected. In such cases, the airline will usually give you some sort of prize-free tickets or vouchers for travel on that airline.

Occasionally, the bump will be for safety reasons. In the past three years, I have been stuck on the ground because of fog, thunderstorms, a (apparently false) smoke alarm, and an unresponsive backup rudder motor. I don't mind these delays at all. I'd rather be late to Chicago than the late Kate Sherwood! If you are stuck somewhere overnight because of something that was the fault of the airline, they will usually furnish you with a hotel room, breakfast, and the first flight out in the morning. If you are stuck somewhere because of the weather, that's your own problem.

Either you hang out in the airport (another good reason to bring food with you!) or you impose upon your aunt Martha that you haven't seen in seventeen years.

If you miss a flight because of your own stupidity (like yakking for too long with Aunt Martha), most airlines will help you out if it doesn't inconvenience them too much.

For discount airlines like Southwest, however, you'd better make sure you don't miss your flight! Morley Selver notes that if you are waiting to board a flight and it is suddenly cancelled, there will be a race to the next airline counter to try to get on the next flight.

Instead of following the sheep to the counter, head for the nearest phone and phone the airline reservations system. You get the same result without standing in line.

Notes: jet lag a general feeling of fatigue and disorientation often experienced by travellers by jet aircraft that cross several time zones in relatively few hours

Exercise 6. After reading the text put 10 questions to the contents of it.

Exercise 7. Pay attention to the pets on airlines.

You can ship your pets on an airline, but you need to put the animal in a special animal container. Flying can be pretty traumatic for people, who know what is going on and asked for it; imagine what your poor pet is going through! Some countries have really strict pet quarantines. Island nations (e.g. Britain, New Zealand) and particularly paranoid about rabies, and require quarantines that are a significant fraction of a pet's lifetime.

Exercise 8. Explain special circumstances on airlines.

There are some things beyond your control, airlines actually have some flexibility in these circumstances. If you are ill, you can usually cancel or reschedule your flight. You will need a note from your doctor and to fill out a number of forms at an airline office.

If you are flying to a funeral of a relative, many airlines will waive the advance purchase restrictions on fares, resulting in much cheaper tickets. You will need to tell the airline the name of your relative, your relationship to the dearly departed, and the name and phone number of the dearly departed's funeral home.

Air travel is a form of travel using an airplane. The comfort experienced when traveling by air depends on several factors starting with the airport, the choice of the airline and the travel class. Travel class on an airplane is usually split into a two or four class model. Domestic flights usually have two classes: Economy Class and Business Class partitioned into cabins. International flights may have up to four classes: Economy Class, Premium Economy, Business Class or Club Class and First Class.

The differences between premium economy and economy are quite significant, but the cost is not greatly altered by purchasing a Premium Economy ticket. The price difference between an economy class ticket and a first class ticket, however, are often extreme. Most air travel starts and ends at a commercial airport. The typical procedure is check-in, border control, airport security baggage and passenger check before entering the gate, boarding, flying and pick-up of luggage and – limited to international flights – another border control at the host country's border. Air safety is a term encompassing the theory, investigation and categorization of flight failures, and the prevention of such failures through regulation, education and training. It can also be applied in the context of campaigns that inform the public as to the safety of air travel.

Exercise 9. Define the notion «certification».

In most countries, civil aircraft have to be certified by the Civil Aviation Authority (CAA) to be allowed to fly. The major aviation authorities worldwide are the US Federal Aviation Administration (FAA) the European Aviation Safety Agency (EASA) (which provides regulatory advice to the European Union and to a degree supplanted the regulatory bodies of member countries). FAA and EASA are, in particular, primarily responsible for the certification of the airliners from the two major manufacturers, Boeing and Airbus. Aircraft are certified against guidelines set out in the code for each CAA. Those codes are very similar and differ primarily in equipment and environmental standards.

Regulations on maintenance, repair and operation provide further direction to the owners of the aircraft so that the aircraft continues to meet design standards.

Exercise 10. Find some add information and make up a presentation on the topic.

Exercise 11. Analyze the information, which is in the highlight, and use it in practice.

SPECIAL SITUATIONS ON AIRLINES

Ice & Snow

Snowy and icy conditions are frequent contributors to airline accidents.

The December 8, 2005 accident where Southwest Airlines Flight 1248 slid off the end of the runway in heavy snow conditions is just one of many examples. Just as on a road, ice and snow build-up can make braking and steering difficult or impossible. The icing of wings is another problem and measures have been developed to combat it. Even a small amount of ice or coarse frost can greatly decrease the ability of a wing to develop lift.

This could prevent an aircraft from taking off. If ice builds up during flight the result can be catastrophic as evidenced by the crash of American Eagle in 1994, killing 68. Airlines and airports ensure that aircraft are properly de-iced before takeoff whenever the weather threatens to create icing conditions. Modern airliners are designed to prevent ice build-up on wings, engines, and tails (empennage) by either routing heated air from jet engines through the leading edges of the wing, tail, inlets, or on slower aircraft, by use of inflatable rubber *boots* that expand and break off any accumulated ice.

Finally, airline dispatch offices keep watch on weather along the routes of their flights, helping the pilots avoid the worst of in-flight icing conditions. Pilots can also be equipped with an ice detector in order to leave icy areas they have flown into.

Engine Failure

Although aircraft are now designed to fly even after the failure of one or more aircraft engines, the failure of the second engine on one side is obviously serious. Losing all engine power is even more serious, as illustrated by the 1970 Dominicana DC-9 air disaster, when fuel contamination caused the failure of both engines.

To have an emergency landing site is then very important.

In the 1983 *Gimli Glider* incident, an Air Canada flight suffered fuel exhaustion during cruise flight, forcing the pilot to glide the plane to an emergency dead stick landing.

The automatic deployment of the ram air turbine maintained the necessary hydraulic pressure to the flight controls, so that the pilot was able to land with only a minimal amount of damage to the plane, minor (evacuation) injuries to a few passengers.

The ultimate form of engine failure, physical separation, occurred in 1979 when a complete engine detached from American Airlines Flight 191, causing damage to the aircraft and loss of control.

Metal fatigue has caused failure either of the engine (for example in the January 8, 1989 Kegworth air disaster), or of the aircraft body, for example the De Havilland Comets in 1953 and 1954 and Aloha Airlines Flight 243 in 1988. Now that the subject is better understood, rigorous inspection and non-destructive testing procedures are in place.

Delamination

Composite materials consist of layers of fibers embedded in a resin matrix. In some cases, especially when subjected to cyclic stress, the fibers may tear off the matrix, the layers of the material then separate from each other – a process called delaminating, and form a mica-like structure which then falls apart. As the failure develops inside the material, nothing is shown on the surface; instrument methods (often ultrasound-based) have to be used to detect such a material failure. Aircraft have developed delamination problems, but most were discovered before they caused a catastrophic failure.

Exercise 1. Explain the situations with bird strike on airlines.

Bird strike is an aviation term for a collision between a bird and an aircraft. It is a common threat to aircraft safety and has caused a number of fatal accidents.

In 1988 an Ethiopian Airlines Boeing 737 sucked pigeons into both engines during take-off and then crashed in an attempt to return to the Bahir Dar airport; of the 104 people aboard, 35 died and 21 were injured. In another incident in 1995, a Dassault Falcon 20 crashed at a Paris airport during an emergency landing attempt after sucking lapwings into an engine, which caused an engine failure and a fire in the airplane fuselage.

All 10 people on board were killed. A bird strike is suspected as causing the engines to fail on US Airways 1549 that crash landed onto the Hudson River. Modern jet engines have the capability of surviving an ingestion of a bird. Small fast planes, such as military jet fighters, are at higher risk than big heavy multi-engine ones.

This is due to the fact that the fan of a high-bypass turbofan engine, typical on transport aircraft, acts as a centrifugal separator to force ingested materials (birds, ice, etc.) to the outside of the fan's disc. As a result, such materials go through the relatively unobstructed bypass duct, rather than through the core of the engine, which contains the smaller and more delicate compressor blades. Military aircraft designed for high-speed flight typically have pure turbojet, or low-bypass turbofan engines, increasing the risk that ingested materials will get into the core of the engine to cause damage. The highest risk of the bird strike is during the takeoff and landing, in low altitudes, which is in the vicinity of the airports. Some airports use active countermeasures, ranging from a person with a shotgun through recorded sounds of predators to employing falconers.

Poisonous grass can be planted that is not palatable to birds, nor to insects that attract insectivorous birds. Passive countermeasures involve sensible land-use management, avoiding conditions attracting flocks of birds to the area (eg. landfills).

Another tactic found effective is to let the grass at the airfield grow taller as some species of birds won't land if they cannot see one another.

Exercise 2. Pay attention to the danger of lightning.

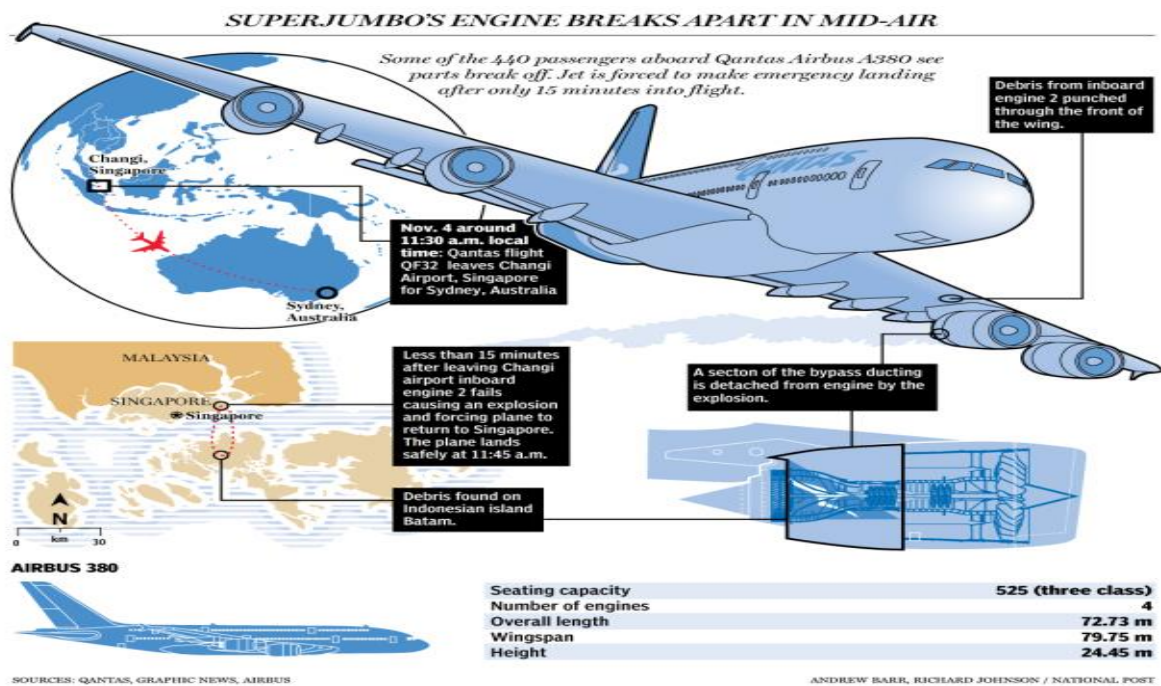
Boeing studies have shown that airliners are struck by lightning on average of twice per year. While the "*flash and bang*" is startling to the passengers and crew, aircraft are able to withstand normal lightning strikes. The dangers of more powerful positive lightning were not understood until the destruction of a glider in 1999. It has since been suggested that positive lightning may have caused the crash of Pan Am Flight 214 in 1963. At that time aircraft were not designed to withstand such strikes, since their existence was unknown at the time standards were set.

The effects of normal lightning on traditional metal-covered aircraft are well understood and serious damage from a lightning strike on an airplane is rare.

However, as more and more aircraft, like the upcoming Boeing 787, which whole exterior is made of non-conducting composite materials take to the skies, additional design effort and testing must be made before certification authorities will permit these aircraft in commercial service.

Exercise 3. Analyze special situations on airlines.

Exercise 4. Make up some dialogues from the information above.



Exercise 5. Characterize controlled flight into terrain & explain the notion «terrain flying».

Controlled flight into terrain is a class of accident in which an undamaged aircraft is flown, under control, into terrain. CFIT accidents typically are a result of pilot error or of navigational system error. Some pilots, convinced that advanced electronic navigation systems such as GPS and inertial guidance systems coupled with flight management system computers, or over-reliance on them, are partially responsible for these accidents, have called CFIT accidents *computerized flight into terrain*. Failure to protect Instrument Landing System critical areas can also cause controlled flight into terrain.

Crew awareness and monitoring of navigational systems can prevent or eliminate CFIT accidents. Crew Resource Management is a modern method now widely used to improve the human factors of air safety. Other technical aids can be used to help pilots maintain situational awareness. A ground proximity warning system is an on-board system that will alert a pilot if the aircraft is about to fly into the ground. Also, air traffic controllers constantly monitor flights from the ground and at airports.

Exercise 6. Analyze the general goals on airlines.

Make voluntary, privatize wherever possible.

Dezentralize remaining government tasks to lowest level of government feasible.

Open up security processes to greatest extent possible, enabling many eyes to assist in the difficult task of maximizing security and liberty simultaneously.

FIRE ON AIRLINES

Safety regulations control aircraft materials and the requirements for automated fire safety systems. Usually these requirements take the form of required tests.

The tests measure flammability and the toxicity of smoke. When the tests fail, they fail on a prototype in an engineering laboratory, rather than in an aircraft.

Fire on board the aircraft, and more especially the toxic smoke generated, have been the cause of incidents. An electrical fire on Air Canada Flight 797 in 1983 caused the deaths of 23 of the 46 passengers, resulting in the introduction of floor level lighting to assist people to evacuate a smoke-filled aircraft. Two years later a fire on the runway caused the loss of 55 lives, 48 from the effects of incapacitating and subsequently lethal toxic gas and smoke, in the 1985 British Airtours Flight 28M.

This incident raised serious concerns relating to survivability, something that prior to 1985 had not been studied in such detail. The swift incursion of the fire into the fuselage and the layout of the aircraft impaired passengers' ability to evacuate, with areas such as the forward galley area becoming a bottle-neck for escaping passengers, with some dying very close to the exits. A large amount of research into evacuation and cabin and seating layouts was carried at Cranfield Institute to try to measure what makes a good evacuation route which led to the seat layout by overwing exits being changed by mandate and the examination of evacuation requirements relating to the design of galley areas. The use of smoke hoods or misting systems was also examined although both were rejected.

The cargo holds of most airliners are equipped with *fire bottles* to combat a fire that might occur in with the baggage and freight below the passenger cabin. This was due to an accident in 1996. In May of that year ValuJet Airlines Flight 592 crashed into the Florida Everglades a few minutes after takeoff after a fire broke out in the forward cargo hold.

All 110 aboard were killed. The investigation determined that improperly packaged chemical oxygen generators (used for the drop-down oxygen masks in the aircraft cabin) had been loaded into the cargo hold. Oxygen generators produce oxygen through a chemical reaction that also generates hundreds of degrees of heat.

When installed for use in the ceiling above the passenger seats they are surrounded by heat-resistant shielding and present no fire hazard. On this flight they had been put loosely into a cardboard box for shipment from a maintenance facility.

It is likely that one or more of the generators ignited, during or immediately after takeoff, producing an oxygen-rich environment. The cardboard box containing the generators would have quickly caught fire from the heat of the ignited generator.

The fire spread to an aircraft tire that was also carried in the hold. Ordinarily the fire would have smothered itself, because of the airtight design of that cargo compartment.

The fire rapidly burned through the passenger cabin floor, incapacitating all aboard with smoke and poisonous gases very quickly. The pilots, although having smoke masks and separate oxygen supplies, had no hope of maintaining control as control cables and electrical wiring burned through. The maintenance facility was subjected to large fines and ValuJet, due to this accident and other irregularities, was grounded.

For the airline industry, rules for the shipment of oxygen generators was severely restricted and cargo holds on larger airliners were required to have *fire bottles* installed.

At one time fire fighting foam paths were laid down before an emergency landing.

But the practice was considered only marginally effective, concerns about the depletion of fire fighting capability. An e-cigarette caught fire shortly after an American Airlines plane landed in Chicago on Friday. Flight attendants quickly extinguished the blaze, the airlinesaid in a statement. The incident follows a spate of electrical fires aboard planes.

Exercise 1. Analyze the causes of fire on airlines.

Exercise 2. Make some explanations on ground damage at airports.

Aircraft are occasionally damaged by ground equipment at the airport. In the act of servicing the aircraft between flights a great deal of ground equipment must operate in close proximity to the fuselage and wings. Occasionally the aircraft gets bumped or worse. Damage may be in the form of simple scratches in the paint or small dents in the skin.

However, because aircraft structures (including the outer skin) play such a critical role in the safe operation of a flight, all damage is inspected, measured and possibly tested to ensure that any damage is within safe tolerances. A dent that may look no worse than common *parking lot damage* to an automobile can be serious enough to ground an airplane until a repair can be made. An example of the seriousness of this problem was the December 26, 2005 depressurization incident on Alaska Airlines flight 536.

During ground services a baggage handler hit the side of the aircraft with a tug towing a train of baggage carts. This damaged the metal skin of the aircraft.

This damage was not reported and the plane departed. Climbing through 26,000 feet (7,925 meters) the damaged section of the skin gave way due to the growing difference in pressure between the inside of the aircraft and the outside air.

The cabin depressurized with a bang, frightening all aboard and necessitating a rapid descent back to denser (breathable) air and an emergency landing. Post landing examination of the fuselage revealed a hole between the middle and forward cargo doors on the right side of the airplane. The three pieces of ground equipment that most frequently damage aircraft are the passenger boarding bridge, catering trucks, and cargo *beltloaders*. However, any other equipment found on an airport ramp can damage an aircraft through careless use, high winds, mechanical failure, and so on. The generic industry colloquial term for this damage is *ramp rash*, or *hangar rash*.

Exercise 3. Define the key points.



Exercise 4. Explain the danger of volcanic ash for flights.

Plumes of volcanic ash near active volcanoes present a risk especially for night flights. The ash is hard and abrasive and can quickly cause significant wear on the propellers and turbocompressor blades, and scratch the cabin windows, impairing visibility.

It contaminates fuel and water systems, can jam gears, and can cause a flameout of the engines. Its particles have low melting point, so they melt in the combustion chamber and the ceramic mass then sticks on the turbine blades, fuel nozzles, and the combustors, which can lead to a total engine failure. It can get inside the cabin and contaminate everything there, and can damage the airplane electronics.

There are many instances of damage to jet aircraft from ash encounters. In one of them in 1982, British Airways Flight 009 flew through an ash cloud, lost all four engines, and descended from 36,000 ft (11,000 m) to only 12,000 ft (3,700 m) before the flight crew managed to restart the engines. A similar incident occurred on in 1989. With the growing density of air traffic, encounters like this are becoming more common.

In 1991 the aviation industry decided to set up Volcanic Ash Advisory Centres (VAACs), one for each of 9 regions of the world, acting as liaisons between meteorologists, volcanologists, and the aviation industry.

Exercise 5. Describe the human factors by flying.

Human factors including pilot error are another potential danger, and currently the most common factor of aviation crashes. Much progress in applying human factors to improving aviation safety was made around the time of World War II by people such as Paul Fitts and Alphonse Chapanis. However, there has been progress in safety throughout the history of aviation, such as the development of the pilot's checklist in 1937.

Pilot error and improper communication are often factors in the collision of aircraft.

Human factors training is available to general aviation pilots and called single pilot resource management training. Failure of the pilots to properly monitor the flight instruments resulted in the crash of Eastern Air Lines in 1972. Error during take-off and landing can have catastrophic consequences. Rarely, flight crew members are arrested or subject to disciplinary action for being intoxicated on the job.

In 1990, three Northwest Airlines crew members were sentenced to jail for flying from Fargo, North Dakota to Minneapolis-Saint Paul International Airport while drunk.

In 2001, Northwest fired a pilot who failed a breathalyzer test after flying from San Antonio, Texas to Minneapolis-Saint Paul. In July 2002, two America West Airlines pilots were arrested just before they were scheduled to fly from Miami, Florida to Phoenix, Arizona because they had been drinking alcohol. The pilots have been fired from America West and the FAA revoked their pilot's licenses. As of 2005 they await trial in a Florida court. The incident created a public relations problem and America West has become the object of many jokes about drunken pilots. At least one fatal airliner accident involving drunk pilots has occurred when Aero Flight 311 crashed killing all 25 on board in 1961, which underscores the role that poor human choices can play in air accidents.

Human factors incidents are not limited to errors by the pilots. The failure to close a cargo door properly on Turkish Airlines Flight 981 in 1974 resulted in the loss of the aircraft – however the design of the cargo door latch was also a major factor in the incident. In the case of Japan Airlines Flight 123, improper maintenance resulted in the loss of the vertical stabilizer.

UNITED STATES LAWS ON CIVIL AVIATION

During the 1920s, the first laws were passed in the USA to regulate civil aviation.

Of particular significance was the Air Commerce Act 1926, which required pilots and aircraft to be examined and licensed, for accidents to be properly investigated, for the establishment of safety rules & navigation aids, under the Aeronautics Branch of the Department of Commerce.

Despite this, in 1926 and 1927 there were a total of 24 fatal commercial airline crashes, a further 16 in 1928, and 51 in 1929 (killing 61 people), which remains the worst year on record at an accident rate of about 1 for every 1,000,000 mi (1,600,000 km) flown.

Based on the current numbers flying, this would equate to 7,000 fatal incidents per year. The fatal incident rate has declined steadily ever since, and, since 1997 the number of fatal air accidents has been no more than 1 for every 2,000,000,000 person-miles flown.

(100 people flying a plane for 1,000 mi (1,600 km) counts as 100,000 person-miles, making it comparable with methods of transportation with different numbers of passengers, such as one person driving a car for 100,000 mi (160,000 km), which is 100,000 person-miles), making it one of the safest modes of transportation, as measured by distance travelled. A disproportionate number of all U.S. aircraft crashes occur in Alaska, largely as a result of severe weather conditions. Between 1990-2006 there were 1441 commuter and air taxi crashes in the U.S. of which 373 (26%) were fatal, resulting in 1063 deaths (142 occupational pilot deaths). Alaska accounted for 513 (36%) of the total U.S. crashes. Another aspect of safety is protection from attack.

The terrorist attacks of 2001 are not counted as accidents. However, even if they were counted as accidents they would have added only about 2 deaths per 2,000,000,000 person-miles. Unfortunately, only 2 months later, American Airlines Flight 587 crashed in Queens, NY, killing 256 people, including 5 on the ground, causing 2001 to show a very high fatality rate. Even so, the rate that year including the attacks (estimated here to be about 4 deaths per 1,000,000,000 person-miles), may be relatively safe compared to some other forms of transport, if measured by distance travelled.

Safety improvements have resulted from improved aircraft design, engineering and maintenance, the evolution of navigation aids, and safety protocols and procedures.

It is often reported that air travel is the safest in terms of deaths per passenger mile. The National Transportation Safety Board (2006) reports 1.3 deaths per hundred million vehicle miles for travel by car, and 1.7 deaths per hundred million vehicle miles for travel by air. These are not passenger miles. If an airplane has 100 passengers, then the passenger miles are 100 times higher, making the risk 100 times lower. The number of deaths per passenger mile on commercial airlines between 1995 and 2000 is about 3 deaths per 10 billion passenger miles.

Exercise 1. Digest the information briefly in English.

Exercise 2. Find some information on the attacks by a hostile country and give a talk.

Aircraft, whether civilian passenger planes or military aircraft, are sometimes attacked in both peacetime and war. Notable examples of this are:

- 1 September 1983 downing by the Soviet Union of Korean Air Lines Flight 007, carrying 269 people (including a sitting U.S. Congressman Larry McDonald),
- 3 July 1988 shoot-down by USA Navy of Iran Air Flight 655, carrying 290 people.

Exercise 3. Pay attention to the threat of terrorism on airlines.

Terrorism can also be considered a human factor. Crews are normally trained to handle hijack situations. Prior to the September 11, 2001 attacks, hijackings involved hostage negotiations. After the September 11, 2001 attacks, stricter airport security measures are in place to prevent terrorism using a Computer Assisted Passenger Prescreening System, Air Marshals, and precautionary policies.

In addition, counter-terrorist organizations monitor potential terrorist activity.

Although most air crews are screened for psychological fitness, some may take suicidal actions. In the case of Egypt Air Flight 990, it appears that the first officer (co-pilot) deliberately dived his aircraft into the Atlantic Ocean while the captain was away from his station, in 1999 off Nantucket, Massachusetts.

Motivations are unclear, but recorded inputs from the black boxes showed no mechanical problem, no other aircraft in the area, and was corroborated by the cockpit voice recorder. The use of certain electronic equipment is partially or entirely prohibited as it may interfere with aircraft operation, such as causing compass deviations.

Use of personal electronic devices and calculators may be prohibited when an aircraft is below 10,000', taking off, or landing. The American Federal Communications Commission (FCC) prohibits the use of a cell phone on most flights, because in-flight usage creates problems with ground-based cells. There is concern about possible interference with aircraft navigation systems, although that has never been proven to be a non-serious risk on airliners. A few flights now allow use of cell phones, where the aircraft have been specially wired and certified to meet both FAA and FCC regulations.

Exercise 4. Describe navigation aids and instrument flight.

One of the first navigation aids to be introduced (in the USA in the late 1920s) was airfield lighting to assist pilots to make landings in poor weather or after dark.

The Precision Approach Path Indicator was developed from this in the 1930s, indicating to the pilot the angle of descent to the airfield. This later became adopted internationally through the standards of the International Civil Aviation Organization (ICAO).

In 1929 Jimmy Doolittle developed instrument flight.

With the spread of radio technology, several experimental radio based navigation aids were developed from the late 1920s onwards. These were most successfully used in conjunction with instruments in the cockpit in the form of Instrument landing systems (ILS), first used by a scheduled flight to make a landing in a snowstorm at Pittsburgh in 1938. A form of ILS was adopted by the ICAO for international use in 1949. Following the development of radar in World War II, it was deployed as a landing aid for civil aviation in the form of Ground-controlled approach (GCA) systems, joined in 1948 by distance measuring equipment (DME), and in the 1950s by airport surveillance radar as an aid to air traffic control. VHF omnidirectional range (VOR) became the predominate means of route navigation during the 1960s superseding the Non-directional beacon (NDB). The ground based VOR stations were often co-located with DME, so that pilots could know both their radials in degrees with respect to north to, and their slant range distance to, that beacon.

All of the ground-based navigation aids are being supplemented by satellite-based aids like Global Positioning System (GPS), which make it possible for aircrews to know their position with great precision anywhere in the world.

Exercise 5. After reading the passage explain the notion «runway safety».

Several terms fall under the flight safety topic of runway safety, including incursion, excursion, and confusion. Runway excursion is an incident involving only a single aircraft, where it makes an inappropriate exit from the runway. This can happen because of pilot error, poor weather, or a fault with the aircraft. Overrun is a type of excursion where the aircraft is unable to stop before the end of the runway. A recent example of such an event is Air France Flight 358 in 2005. Further examples can be found in the overruns category.

Runway event is another term for a runway accident. Runway incursion involves a first aircraft, as well as a second aircraft, vehicle, or person. Runway confusion involves a single aircraft, and is used to describe the error when the aircraft makes "the unintentional use of the wrong runway, or a taxiway, for landing or take-off".

An example of a *Runway confusion* incident can be Comair Flight 5191.

Runway excursion is the most frequent type of landing accident, slightly ahead of runway incursion. For runway accidents recorded between 1995 and 2007, 96% were of the *excursion* type. The U.S. FAA publishes a lengthy annual report on runway safety issues. New systems designed to improve runway safety, such as Airport Movement Area Safety System (AMASS) and Runway Awareness and Advisory System (RAAS), are discussed in the report. AMASS prevented the serious near collision in the 2007 San Francisco International Airport runway incursion.

Exercise 6. Explain the role of airport design on air safety.

Airport design and location can have a big impact on air safety, especially since some airports such as Chicago Midway International Airport were originally built for propeller planes and many airports are in congested areas where it is difficult to meet newer safety standards. The FAA issued rules in 1999 calling for a runway safety area, usually extending 500 feet (150 m) to each side and 1,000 feet (300 m) beyond the end of a runway.

This is intended to cover 90% of the cases of an aircraft leaving the runway by providing a buffer space free of obstacles. Since this is a recent rule, many airports do not meet it. One method of substituting for the 1,000 feet (300 m) at the end of a runway for airports in congested areas is to install an Engineered materials arrestor system, or EMAS.

These systems are usually made of a lightweight, crushable concrete that absorbs the energy of the aircraft to bring it to a rapid stop. They have stopped three aircraft (as of 2005) at JFK Airport.

Exercise 7. Describe emergency airplane evacuations.

According to a 2000 report by the National Transportation Safety Board, emergency airplane evacuations happen about once every 11 days in the U.S. While some situations are extremely dire, such as when the plane is on fire, in many cases the greatest challenge for passengers can be the use of the airplane slide.

In a TIME article on the subject, Amanda Ripley reported that when a new supersized Airbus A380 underwent mandatory evacuation tests in 2006, 33 of the 873 evacuating volunteers got hurt. While the evacuation was generally considered a success, one volunteer suffered a broken leg, while the remaining 32 received slide burns. Such accidents are common. In her article, Ripley provides tips on how to make it down the airplane slide without injury.

Exercise 8. After reading the passage explain the notion «stalling».

Stalling an aircraft (increasing the angle of attack to a point at which the wings fail to produce enough lift) is a danger, but is normally recoverable. Devices have been developed to warn the pilot as stall approaches. These include stall warning horns (now standard on virtually all powered aircraft), stick shakers and voice warnings. Two stall-related airline accidents were British European Airways Flight 548 in 1972, and the United Airlines Flight 553 crash, while on approach to Chicago Midway International Airport, also in 1972.

Exercise 9. Analyze the statistics and comment it.

There are three main statistics which may be used to compare the safety of various forms of travel. It is worth noting that the air industry's insurers base their calculations on the *number of deaths per journey* statistic while the industry itself generally uses the *number of deaths per kilometre* statistic in press releases.

Deaths per billion journeys	Deaths per billion hours	Deaths per billion kilometres
Bus: 4.3	Bus: 11.1	Air: 0.05
Rail: 20	Rail: 30	Bus: 0.4
Van: 20	Air: 30.8	Rail: 0.6
Car: 40	Water: 50	Van: 1.2
Foot: 40	Van: 60	Water: 2.6
Water: 90	Car: 130	Car: 3.1
Air: 117	Foot: 220	Bicycle: 44.6
Bicycle: 170	Bicycle: 550	Foot: 54.2
Motorcycle: 1640	Motorcycle: 4840	Motorcycle: 108.9

Exercise 10. Analyze the topical vocabulary and remember it.

Exercise 11. Analyze the information, which is in the highlight, and use it in practice.

Exercise 12. Describe the airport check-in at the pictures.



SITUATIONS AT AIRPORTS

Airport Check-in

Airport Check-in are service counters found at commercial airports handling commercial air travel. The check-in is normally handled by an airline or a handling agent working on behalf of an airline. Passengers usually hand over any baggage they do not wish or are not allowed to carry-on to the aircraft's cabin and receive a boarding card before they can proceed to board their aircraft. Check-in is usually the first procedure for a passenger when arriving at an airport, as airline regulations require passengers check-in by certain times prior to the departure of a flight.

This duration spans from 30 minutes to over 3 hours depending on the destination and airline. During this process, the passenger has the ability to ask for special accommodations such as seating preferences, inquire about flight or destination information, make changes to reservations, accumulate frequent flyer program miles, or pay for upgrades. Airline check-in's main function, however, is to accept luggage that is to go in the aircraft's cargo hold.

Check-in procedures vary per airline with some airlines allowing certain restrictions other airlines have in place, and occasionally the same airline at two separate airports may have different check-in procedures. Such differences are usually not noted by the average passenger and occasionally leads to service interruption when one carrier refuses to abide by the procedure another carrier normally would be willing to do.

Passenger Identity Registration

At the time of check-in the Agent's primary duty is to check for valid documents.

This include tickets, invitation letter, passport, visa etc. (depending on the type of visit, the arrival and destination of the trip) In case of countries like the United States which has special requirements, passengers have to provide information like name, address and contact details of place they live, place they are taking the flight from and place they intend to stay once in the USA. This information, known as advance passenger information, is now usually collected online with or after the flight booking.

Baggage Registration

At the time of check-in the passenger hands over baggage which is checked by the airport security and sealed. Anything which is above the weight limit or which is not allowed to be carried is usually handed over to the Agent at the time of check-in.

Usually at the time of check-in an option of selecting the seats is offered. The Agent may ask if a window or aisle seat is wanted.

Online Check-in

Online check-in is the process where passengers confirm their presence on a flight via the internet, and typically print their own boarding passes. Depending on the carrier and the specific flight, passengers may also enter details such as meal options and baggage quantities and select their preferred seating. This service is generally promoted by the airlines to passengers as being easier and faster because it avoids the need to queue at the airport check-in counter; furthermore, online check-in for a flight is often available earlier than its in-person counterpart. The process then transfers to passengers the control over their check-in. Airlines may use the system because self-service is frequently more efficient to operate, with a greater ability to cope with surges in passenger numbers.

It lessens activity at the airport, saving airlines money & reducing passenger waiting times. Ryanair charges passengers a fee for *not* using online check-in, except in certain limited circumstances. Furthermore, by the start of 2010, all passengers are required to check-in online and therefore abolish the use of check-in desk.

Alaska Airlines was the first to offer online check-in. The system was first offered on a limited basis starting in September 1999 and was available to the general public on selected flights a month later.

Since then, a growing number of airlines have introduced the system. Typically, web based check-in for airline travel is offered on the airline's website not earlier than 24 hours before a flight's scheduled departure or 7 days for Internet Check-In Assistant.

However, some airlines allow a longer time, such as Ryanair which opens online check-in five days beforehand. Depending on the airline, there can be benefits of better seating or upgrades to first / business class offered to the first people to check-in for a flight. In order to meet this demand some sites have offered travellers the ability to request an airline check-in prior to the 24 hour window and receive airline boarding passes by email when available from the airline. Special requests could include a wheelchair, baby cradle, baby meals, blind passenger, deaf passenger etc. In some situations it may be necessary to change a passenger's travel plans. This may involve changing itinerary, upgrading class of travel, changing to an earlier/later flight. If the passenger carries a first or business class ticket, or presents a certain frequent flyer program membership card (the higher-level tiers), or any other arrangements with the carrier, access to the lounge may be offered.

Booking Flights

If you are interested in finding the most direct flights at the cheapest prices, consider investing in youth travel identification. Many gap year travellers prefer to book their flights online and without an agent. An important issue of our society is the safety and comfort of our means of travelling. Unlike air travel, which is regulated internationally, rail travel is mainly controlled nationally, and therefore its degree of safety is greater. For example in the USA and the UK the death average is of about ten passengers per year. It is well known that airplanes are more comfortable than trains and the time of a trip is also shorter, but the risk of accidents is very high. We all watch the TV news and each day something bad happens to an airplane in the USA, UK, and France.

Once the airplane is in the air it is very difficult to have full control over it and, thus many undesirable things can occur. And here it's the case of the airplanes which are detonated by groups of terrorists, who put the lives of the passengers in danger.

It happened in the attacks in the USA, when American and foreign airplanes were made to hit major institutions of the state and as a consequence, lots of people were killed.

On the other hand, accidents do occur on rails, mainly because of human errors or controlling and responding signals. Recent improvements in the computerised equipment made possible for the number of rail accidents to diminish. In what concerns the financial aspect, everybody knows how expensive airplane tickets are and if you want to travel by airplane you have to save some money in advance. This happens mainly in our country, where the difference between prices is quite significant. To conclude, each means of transport has its advantages and disadvantages and when you have to take a trip you should always think first of your comfort and safety and decide what suits you the most.

Exercise 1. Make up the dialogue from the text & carry it on in class with your classmate.

Exercise 2. Summarize the information on flight safety and comfort briefly in English.

The vast majority of gap years incorporate at least some travel overseas, and the wonders of modern technology mean that boarding a plane is more than likely on any international gap year itinerary. To make sure that your flights are fantastic, read through these top tips for travelling by plane. An important issue of our society is the safety and comfort of our means of travelling. Unlike air travel, which is regulated internationally, rail travel is mainly controlled nationally, and therefore its degree of safety is greater.

For example in the USA and the UK the death average is of about ten passengers per year. It is well known that airplanes are more comfortable than trains and the time of a trip is also shorter, but the risk of accidents is very high. We all watch the TV news and each day something bad happens to an airplane in the USA, UK, France or even Romania.

In what concerns the financial aspect, everybody knows how expensive airplane tickets are and if you want to travel by airplane you have to save some money in advance.

This happens mainly in our country, where the difference between prices is quite significant, but in other European states and in the USA, the tickets have similar prices.

To conclude, each means of transport has its advantages and disadvantages and when you have to take a trip you should always think first at your comfort and safety and decide what suits you the most.

While planes do offer you the chance to move about the cabin and stretch your legs, they will still seem uncomfortable during a long flight. To make yourself as comfortable as possible, wear loose clothing that can shift with you and will keep you covered, wear layers, so that you can adjust along with the temperature, remove contacts and instead fly with glasses to keep your eyes moist, slip off your shoes to help your circulation and drink water consistently to stay hydrated. Keep yourself entertained by bringing your own iPod or mp3 player. It is a good idea to stand up regularly on long flights, and stretch in your seat. If you suffer from airsickness make sure you take some motion sickness tablets along with you.



TRAVEL DOCUMENTS

Before you set off for the airport, please do not forget your air ticket, passport and any visa or other documents you need to gain entry to the country you're travelling to.

The official documents you need to enter a country can only be obtained from the Embassy or Consulate of that particular country. As a passenger, it is your responsibility to obtain appropriate documents and to abide by all laws, resolutions, rules and orders issued by public bodies of any country exercising control over the area from, to or through which you are being carried by the airline. You will need to observe all passport, customs, monetary, sanitary, quarantine & other legal formalities, as well as all appropriate rules & regulations established by Aviation. All airlines reserve the right to prevent passengers from boarding aircraft if they do not possess properly drawn-up official documents.

Check-in

Different check-in times may be operating at different airports. Please confirm these when you buy your ticket, because if you haven't checked in by a set time, we reserve the right to re-allocate your seat on the aircraft. When you arrive at the airport, you may first need to visit security (this varies by airport). Then, at the Check-In desk, please present your ticket and passport to the Aviation representative, who will check in any baggage you have and give you a boarding pass showing your seat number.

Baggage

All your baggage, including a single piece of hand luggage that you may wish to take into the passenger cabin, should be shown to our representative at Check-In. This is required for safety reasons.

To ensure a safe flight and to protect your baggage, please do not leave any suitcases or bags unattended, or entrust them to anybody else.

To safeguard yourself and everyone else on the aircraft, do not agree to transport other people's baggage. Any baggage that is accepted for carriage by us on our own responsibility and marked by an official baggage check is called **checked**.

As a rule, such baggage is transported in the cargo hold of the aircraft. We recommend that you attach a personal tag to every article of baggage, showing your name, address and phone number – all written with Latin letters to help identification by non-Russian speakers. Such tags can be obtained when you book your ticket or from the Check-In desk in the airport. Each item of checked-in baggage is labelled by Check-In staff, and the second part of the baggage check is attached to your ticket. Please retain this to help you reclaim your baggage at your destination.

You are allowed to take into the cabin one article of baggage, if it comes within the limit of your free baggage allowance. The maximum weight of this article must not exceed **10 kg**, while the sum of its three dimensions must be no greater than **115 cm**.

Such baggage is known as **unchecked**, and you remain fully responsible for it.

The following articles may be carried into the cabin over and above the free baggage allowance: lady's handbag, bouquet of flowers, plastic bag, overcoat, scarf or blanket, umbrella or walking stick, small camera or video-camera, notebook, binoculars, reading material for the flight, infant's carrying basket, one bag with Duty-Free goods.

Please note many airports will not allow you to carry sharp implements such knives or scissors in your hand-luggage for security reasons.

FREE BAGGAGE ALLOWANCE

Your free baggage allowance depends on your flight destination and service class.

We apply two different methods when establishing this free baggage allowance – weight concept and piece concept.

Weight Concept

Here, your free baggage allowance is measured by weight. The allowances established by Aviation for adults and children aged 2+ match world standards. Applying to most destinations, they are as follows:

- First Class – 40 kg
- Business Class – 30 kg
- Economy Class – 20 kg

The free baggage allowance for children aged under 2 and travelling without a separate seat is 10 kg. For some destinations, increased weight allowances are available, so when you reserve your ticket please verify the allowances that apply to your flight.

Regardless of weight, all items of baggage in their three dimensions must not exceed **158 cm** for Economy Class, and **203 cm** for First Class. Passengers in all classes of service are allowed to take into the cabin one article of unchecked baggage weighing up to **10 kg**, forming part of their total free baggage allowance. With this hand-luggage, the sum of its three dimensions must not exceed **115 cm**.

In this instance, your free baggage allowance is measured by the number of pieces carried. Generally, this is applied to transatlantic flights.

Passengers in all classes of service are permitted to check in 2 articles of baggage, weighing up to **32 kg** each. The baggage size in its three dimensions must not exceed **158 cm** for Economy Class and **203 cm** for the First and Business Class.

Please note that the weight of the articles may not be averaged out. This means that, should any of the articles exceed 32 kg, an extra charge will be incurred for excess weight – even if another article weighs less than 32 kg.

Passengers can take into the cabin one article of unchecked baggage weighing up to 10 kg, forming part of their total free baggage allowance. With this hand-luggage, the sum of its three dimensions must not exceed **115 cm**. Bulky baggage can be carried only with the prior agreement of the airline. Please read the terms and conditions of such baggage transportation when booking your ticket. Having accepted your baggage for carriage, we will bear all the extra expenses involved in loading and unloading it.

If the weight and size of your baggage exceed the allowances, please be prepared to pay extra. Charges for excess baggage are levied according to the baggage rates applicable on the day of issue of the excess baggage ticket, and will need to be paid in cash before the flight. Under existing regulations, credit payment of excess baggage is not permitted.

On your request, some of your baggage can be checked in as "unaccompanied". In this case, the baggage will be treated as cargo under a separate arrangement and invoice.

However, we will make every effort to transport your unaccompanied baggage by the same aircraft that you fly in. Please bear in mind that some articles are not included in your free baggage allowance, such as musical instruments – these should be carried in the cabin and have a separate ticket – and animals. The carriage of excess baggage is charged at the rates currently applicable, regardless of other articles carried as baggage or hand-luggage.

ON BOARD

Like most airlines, Aviation offers three classes of service – First, Business and Economy. EconomyClass passengers (with full fare or special fare tickets) are offered food and drinks on board, including wine, juices or other beverages depending on the route, departure time and flight duration. Newspapers, magazines and other periodicals are available, and some duty-free goods can be purchased. Business Class passengers are served at higher standards. Fine food and a wide variety of drinks make even the longest flight more pleasant. Our highest level of service is reserved for First Class passengers, who are especially cared for and enjoy a more extensive and exotic menu. In addition, many airports provide First Class lounges where passengers are offered snacks and alcoholic drinks while awaiting boarding. ***Special types of passengers***

Pregnant women who expect to give birth in the next four weeks will need to provide a doctor's written consent for the flight. A medical examination should be performed no earlier than seven days before flying. Please note that doctors do not recommend transporting newborn children under 7 days of age by air.

Different levels of assistance are offered to **invalids** by our staff when boarding and disembarking, as during the flight. On request, the passenger can be supplied with all necessary equipment, including a wheelchair. Should you need such services, please inform us when booking your ticket – and at least 72 hours before departure.

Passenger who is ill will need a medical examination certificate. It is accepted that airlines can decline to carry passengers if their physical condition poses a threat to flight safety or other passengers. One adult passenger may travel with one child under 2 years of age at a 90% discount for the child, without a separate seat being provided. The free baggage allowance for such a child is 10 kg. If preferred, a seat can be booked for the child, but in this case the ticket is issued and charged as for any child under 12 years of age.

Similarly, for second, third, etc. Infants flying with one adult, tickets are charged at the same rate as for children under 12. A ticket for a child under 12 years old is usually charged at 67% of the normal full adult fare.

Special rules govern the discount percentage offered. This ticket provides a separate seat and a free baggage allowance relating to the class of service chosen.

Children under 2 must be adults during the flight. Infants under 10 months of age weighing up to 10 kg can be provided with a special infant's bassinet. Should you require this during the flight, please inform us when booking your ticket – at 24 hours before departure. There are facilities to change baby nappies on board.

Children aged 8-12 may fly unaccompanied on international flights. In this instance, ticket discounts are available under the children's tariff. Our cabin crew cares for such children as part of their normal duties. As well as a passport for foreign travel, a special application form for an unaccompanied child must be completed by the person seeing the child off at the airport. A parents' declaration that the child is permitted to travel is also required. Unaccompanied children aged 2-8 years are charged at the full adult fare, with the ticket endorsed with the statement: *Care required*.

In this case, we take full responsibility for the child until the moment we hand him or her into the care of the person meeting the child at the destination airport. Children aged under 18 flying unaccompanied must have *formal parents, tutors, adopter's or trustees*.

Travelling with pets

If you wish to travel with your pet, you must inform us of your intention when booking your ticket. Please ensure you know the animal importation rules of your destination country.

To transport animals abroad, you must have a veterinary certificate issued by a state veterinary station, plus importation permission. Bring your veterinary first-aid kit, along with appropriate pet food for the trip. When transporting animals and birds, you will need a special container or cage of an appropriate size with sufficient air supply. The base must be water-resistant and covered with absorbent material. In exceptional cases, you may be permitted to transport animals and birds in securely closed baskets or similar.

A dog cage must be of sufficient size to enable the animal to stand upright and turn around 360 degrees. We will only allow one caged pet (a cat, dog or bird) in the cabin.

If the weight of your animal exceeds 5 kg, it can only be carried in the cargo hold.

The weight of an animal and its container is not included in your free baggage allowance and will be excess baggage. The exception to this is a guide-dog accompanying a blind person on the flight, which can be carried free of charge. Please familiarise yourself with the terms & conditions of travelling with exotic animals when booking your ticket.



MEDICAL RECOMMENDATIONS

Even though the cabin crew makes every effort to ensure that the flight is pleasant and comfortable for all passengers, flight conditions can occasionally make some people feel unwell. For example, the lack of humidity may cause the face to tighten and irritate the nose, throat or eyes; changes in atmospheric pressure may cause earache; motion and acceleration can cause dizziness, nausea and stomach discomfort.

Medical conditions involving blood-vessels can be aggravated by a lengthy lack of mobility, when passengers have to sit for several hours. It is thought that passengers who fly frequently may suffer from *deep-vein thrombosis* caused by stagnation in the blood-vessels of the legs. To reduce the risk and to lessen the negative impact of other factors, please follow this doctors' advice:

- Wear comfortable loose clothing and shoes for the flight.
- During the flight, drink plenty of water and juice, and be moderate with alcohol, tea and coffee as they dehydrate your body.
- Don't smoke, as nicotine adversely affects the blood stream.
- To avoid sickness, do not overeat before or during the flight.
- If you feel dizzy, try to fix your gaze at a motionless object.
- To avoid earache and noise, suck a boiled sweet or yawn.
- Take some reasonable preventive measures, such as applying a moisturising cream and using a nasal spray. If you have contact lenses, wear glasses instead or use *artificial tear* eye-drops. This will help you feel more comfortable.
- While sitting, do not cross your legs as this creates extra pressure on your veins. Change your position as often as possible.

Where and when can you smoke?

To safeguard our passengers' health and safety and to conform with international standards, Aviation is gradually introducing a ban on smoking during flights.

At present, smoking is prohibited in all service classes on a number of regular and charter flights lasting up to four hours. The list of non-smoking flights and the rules relating to your particular flight can be obtained when booking your ticket.

Even if your flight is not listed as non-smoking, please keep in mind that during the flight, smoking is only permitted when seated in the area designated for smokers. If you do smoke, please strictly observe the following safety rules:

Smoking is forbidden when:

- you are boarding and disembarking an aircraft.
- the aircraft is preparing for take-off and during landing.
- the NO SMOKING sign is on.
- you are in the toilet cubicle of an aircraft and between the rows of seats.

In any event, passengers are only permitted to smoke cigarettes, because pipes, cigars and cigarillos have a strong smell and their burning element is too large to be safe aboard an aircraft.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Add some information & make up a small report and give a talk in class.

Exercise 3. Read the information & pick up the essential details in the form of quick notes.

RETRIEVING YOUR BAGGAGE

Baggage checks for each item you checked in before your flight should be attached to your ticket. This will help you locate your baggage in the arrivals hall of the airport.

In the event of loss, damage or non-arrival of your baggage, please notify staff at the Lost and Found desk before you leave the arrivals hall. You will need to complete a *Property Irregularity Report*. Any complaint about damage caused to baggage must be made in writing to the airline as soon as possible – no longer than seven days after retrieving your baggage.

If your baggage is delayed, any complaint must be in writing within 21 days of the date you received your baggage.

Our liability for the loss of, damage to, lack of or delayed delivery of baggage accepted for carriage without a declaration of value is limited to the sum of \$20 per 1 kg of checked-in baggage. We accept no liability for fragile or perishable items, money, jewellery, precious metals, valuable personal and business papers, passports or other documents carried as part of checked-in baggage. If you break your journey for more than 72 hours (three days) at any point, please contact an Aeroflot office or representative to reconfirm your intention to continue the trip at least 72 hours before departure.

On flights to the USA, please get in touch at least 96 hours before departure.

Failure to reconfirm your plans may result in the cancellation of your reservation.

This is common practice at airlines operating international flights.

Like most of the world's major airlines, we have established a special programme to encourage passengers to fly with us by preference. As a member of AEROFLOT BONUS, you can earn a free Aeroflot ticket to any point in the world, as well as making your trip more comfortable. Whenever you fly on our scheduled flights or use the services of our programme partners, you will be created with Points which can later be redeemed for a Bonus Award – a free air ticket, free upgrade of service class or free service from one of our programme partners. Any passenger over 14 years of age can join for free. Just complete and send the application form to the Aeroflot Bonus Centre.

Application forms are available from any office of Aeroflot, at our travel agents, at Check-In, on board an aircraft or on the internet. After enrolling, you will be given a unique Participant's Number and PIN (Personal Identification Number), which will enable you to enquire about Points accumulated or any other information you need.

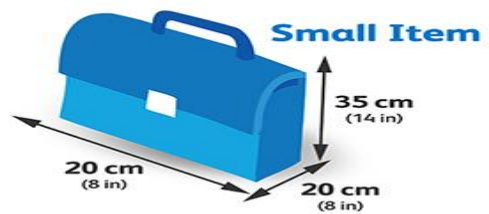
Within 6-8 weeks of your enrolment in the programme, you will receive a membership pack including your Aeroflot Bonus Card. To obtain a Bonus Award Certificate after accumulating sufficient Points, please apply to any Aeroflot agent.

Your Certificate will be valid for one year from the date of issue. You may choose the date and time of a Bonus Flight, but please give advance notice when making a reservation.

The programme has two elite levels – Silver and Gold Membership – entitling our most active customers to receive extra privileges. To make the most of your membership, please carefully read the programme's terms and conditions, which are available by phone on. Here, you can also obtain full information on our programme partners. Catch up with the latest news and check the status of your AEROFLOT BONUS account.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Choose the keywords that best convey the gist of the information.



PASSENGER SAFETY BRIEFING

Ladies & Gentlemen!

This announcement contains important safety information. Your hand baggage must not obstruct aisles or emergency exits, and must be placed under the seat in front of you or in the overhead locker. In your seat area there is a safety card, which contains details of escape routes, oxygen masks, and life-jackets. Please study it carefully.

Emergency exits are located on both sides of the aircraft. They are clearly marked and are being pointed out to you now. In the unlikely event of having to use an escape slide, please leave all hand baggage behind, and ladies remove high heeled shoes.

Please now ensure your table is folded away, you're set back upright with the armrests down, and your seat-belt fastened. The seat-belt is fastened and adjusted like this and unfastened like this. Whenever the *Fasten Seat-belt* signs are on you must return to your seat and fasten your belt securely. If for any reason the air supply fails, oxygen will be provided. Masks like this will appear automatically. When you see the masks, remain seated and quickly cover your mouth and nose like this and breathe normally. Pulling the mask to your face opens the oxygen supply. Do not smoke when oxygen is in use.

Your life-jacket is stowed under your seat. When directed to do so by the crew, remove the life-jacket from its container and pull it over your head, pull the tapes down, passing them around your waist and tying them securely in a double bow at the side. To inflate, pull the red toggle as shown. If it is necessary, the air can be topped up by using this mouthpiece; there is a whistle here for attracting attention. Do not inflate your life-jacket until you are outside the aircraft. Junior life-jackets are carried for the use of small children.

Exercise 1. Read the text and render its contents shortly in English.

Exercise 2. Read the passage and explain the notion «airline tours».

Airline tours are another excellent source of group business. Airline tours are usually arranged by airline tour wholesalers, who not only contract with properties and attractions, but also promote the tours they develop. This takes a good deal of responsibility for advertising away from the property. Like motorcoach tour brokers, airline tour wholesalers seek to provide a complete vacation experience for their clients.

Properties located in or near popular destination cities or in close proximity to a number of attractions (Disneyland, Knott's Berry Farm, and Universal Studios in southern California, for example) are attractive to airline tour wholesalers, but a property that can offer an extensive recreational package may also be able to sell to this market.

If a property is not located close to an airport, an intermodal tour can often be arranged by an airline tour wholesaler. An intermodal tour makes use of more than one form of transportation (air-motorcoach, air-sea, air car, and so on), is often used to promote golf vacations, honeymoon trips, and extended group trips such as fall *colour* tours.

Intermodal tours may include air transportation to the tour's departure city, motorcoach transportation to several points of interest, and even a ferry or boat trip. Airline tour wholesalers also package group tours that may include cruise ship travel. Air transportation to the port of departure, hotel accommodations and meals while in port, and the cruise itself can be included in one package price. Properties located in popular ports or near international air terminals have an excellent opportunity to take advantage of this year-round business, especially if they can handle the demands of group travellers.

DIALOGUE «FLIGHT INFORMATION»

- Good morning, British European Airways.
- Good morning. Could you please connect me with someone who can tell me when the afternoon plane from Moscow is arriving?
 - You want Flight Information. I'll try and put you through. I'm sorry. Flight Information is engaged at the moment. Will you hold on or call back?
 - I'll hold on, thanks.
 - Flight Information. Can I help you?
 - Could you tell me please if there is any delay on the flight from Moscow this afternoon?
 - Yes, it is due in at 16.35, that's an approximate delay of 20 minutes.
 - Thank you. Good morning.

DIALOGUE «BOOKING A PLANE RESERVATION»

- BEA. Good morning.
- Good morning. My name is Bardin. I'd like to book a seat on the plane to Rome for Monday, the tenth.
 - Yes, sir. Do you want to travel economy class or first class?
 - I'd like first class.
 - I'll check the timetable for you. Will you hold on, please? There is a flight leaving Heathrow at 11.55 on Monday and arriving in Rome at 13.30. It flies non-stop.
 - That suits me. What time do I have to get to the airport?
 - You'll have to be at West London Air terminal by 10.20 at the latest. The coach leaves for the airport at 10.30. But if you are going to the airport on your own you must be there before 11.30 and you can pick up your ticket at the airport booking office.
 - Thank you. Goodbye. Goodbye.

DIALOGUES «AT THE AIRPORT»

1. *Man:* Excuse me! Could you tell me where the eastern airlines counter is?
Woman: Sure. Just go up the escalator here on your left, and you'll see it next to the continental counter when you get to the top.
Man: Thanks a lot.
Woman: You're welcome.
2. *Clerk:* Here is your ticket. Your flight's now boarding at gate 62.
Customer: Excuse me?
Clerk: Gate 62.
Customer: Uh, where is gate 62?
Clerk: Go down concourse L, to your left there. You'll see it.
Customer: Down concourse L? Thank you very much.
Clerk: Welcome.
3. *1st man:* Excuse me. Do you know where the baggage claim area is?
2nd man: Yeah, it's downstairs. Take an elevator at the far end of the hall there, and it'll be right behind you when you get downstairs.
1st man: Okay, let's see... I take that elevator down there and turn around when I get to the first floor and I'll see it. *2nd:* Right. *1st:* Great! Thanks.

Exercise 1. Learn the dialogues by heart and carry them on in class. Render the contents of the dialogues in Indirect Speech in English.

Exercise 2. Read the text and give your impressions of travelling by air.

Now the airlines expect to carry by far more than 200 million passengers.

The network of air-lines has reached a new capacity. Statistics show that air travel is as safe as travelling by rail. An air crash on air lines is as rare nowadays as a heavy-casualty accident on the railways. The progress that has been made toward safe all-weather flying is really astounding. The trend is to develop supersonic passenger planes, which would have an adequate payload and range and would at the same time be economical in operation.

At the airport of today nothing is left to chance. Before the plane takes off the weather-man briefs the pilot on the weather (he tells him what weather to expect).

Modern radar equipment, beacons, compasses have taken all the danger out of blind flying. Concrete runways have helped to increase the carrying capacity of the modern plane. Conceptions of speed have changed.

The jet liner of the "TU" and "AN" type flies at a speed of over 800-1500 km per hour. Distances less than 10000 km can be covered by modern passenger aircraft non-stop without landing to refuel. In comparison to the passenger plane the fastest express train seems to crawl at a snail's pace. Air travel does save time. It sometimes takes longer to get from town to the airport than it does to fly from one city to another. With so many people travelling by air making sure that the right people board the right plane has become a problem. To avoid confusion boarding passes are issued to passengers.

They indicate the flight number and destination. The passenger's luggage is handled by the airfield people. Our youth are extremely air-minded. An extensive network of flying clubs provides instruction in gliding, flying, aerobatics, parachute jumping, ground servicing and all the other things a future pilot must know.



INFECTION

On an airplane, hundreds of people sit in a confined space for extended periods of time, which increases the risk of transmission of airborne infections. For this reason, airlines place restrictions on the travel of passengers with known airborne contagious diseases (tuberculosis).

During the severe acute respiratory syndrome (SARS) epidemic of 2003, awareness of the possibility of acquisition of infection on a commercial aircraft reached its zenith when on one flight from Hong Kong to Beijing, 16 of 120 people on the flight developed proven SARS from a single index case.

There is very limited research done on contagious diseases on aircraft. The two most common respiratory pathogens to which air passengers are exposed are parainfluenza and influenza. Certainly, the flight ban imposed following the attacks of September 11, 2001 restricted the ability of influenza to spread around the globe, resulting in a much milder influenza season that year, and the ability of influenza to spread on aircraft has been well documented.

There is no data on the relative contributions of large droplets, small particles, close contact, surface contamination, and certainly no data on the relative importance of any of these methods of transmission for specific diseases, and therefore very little information on how to control the risk of infection.

There is no standardization of air handling by aircraft, installation of HEPA filters or of hand washing by air crew, and no published information on the relative efficacy of any of these interventions in reducing the spread of infection. Air Sickness

If you get motion sick easily, you may be more comfortable if you take some sort of motion sickness drug before you fly. Note that you must take the drugs *before* you get sick; there is unfortunately nothing that I know of that will relieve motion sickness once it has started. My personal drug of choice is Dramamine? (TM), a readily-obtained over-the-counter medication. Unlike Bonine? (TM), another over-the-counter drug, it tends to make one drowsy. I feel that this is a benefit on a long plane ride! Another motion sickness treatment (usually used for boating) is scopolamine patches.

These patches go behind the ear, and usually have no noticeable side effects. I believe that in the USA, a prescription is required. Furthermore, there can be unpleasant side effects, such as dry mouth, blurry vision, and one other that I forget.

(Oh yeah – loss of memory.) Motion sickness is caused in part by a discrepancy between what the eye sees and what the inner ear feels. (This is why the driver of a car gets sick much less frequently than a passenger: the driver is continuously watching the road, getting a good idea of what is coming next.) It may help to close your eyes the moment you start to consider thinking about getting airsick.

If you do come down with discomfort, one relatively easy but embarrassing way to feel better is to empty your stomach. *Barf bags* are usually located in the pouch on the back of the seat in front of you. Frequently, using them reduces and/or eliminates the discomfort. Dealing with motion sickness while flying. Motion sickness occurs when the body's sensory perceptions are thrown off and as a result the brain becomes confused.

Over 90% of the population will suffer from motion sickness at some time, and flying can often bring on a bout of motion sickness.

Symptoms of motion sickness include:

- Nausea and vomiting.
- Dizziness and sleepiness.
- Headaches.
- Grey or green complexion.
- Clamminess.
- Sweating.

Many travellers find some relief from motion sickness by:

- Taking long slow breathes.
- Sipping water.
- Laying a cool, wet cloth across the neck or wrists.
- Putting away all books and magazines.
- Wearing special wristbands.
- Taking over the counter medication recommended by the chemist.
- Wearing motion sickness patches behind their ears as prescribed by their GP.

Getting over the fear of flying

If you consider yourself afraid to fly, or an aerophobic, there may not be much you can do to alleviate your stress. You may want to investigate:

- Courses specifically designed to help students overcome their fears of flying.
- Counselling or therapy to explore your fears.
- Discussing your fears with your GP.
- Using meditation or yoga to help you remain calm on a plane.
- Avoiding alcohol during your flight.
- Bringing a book or magazine or becoming lost in the in-flight entertainment to

help forget your fears. Travelling by plane is almost a necessity if you are planning a gap year abroad. Remember to hunt around for the best price, remain calm and follow all safety procedures and you will have a fabulous flight. Good luck!

Exercise 1. Explain the notion «commercial aviation» after reading the passage.

Commercial aviation is the part of civil aviation (both general aviation and scheduled airline service) that involves operating aircraft for hire. In most countries, a flight may be operated for money only if it meets three criteria:

- the pilot must hold a valid commercial pilot's license;
- the aircraft must hold a valid commercial registration;
- the operator must hold a certificate for commercial operations.

There are some exceptions: a flight instructor is normally allowed to fly for money in a private aircraft owned by the student – but the above requirements hold for most flights where money changes hands. Typically, a commercial license or registration requires higher standards than a private one. A commercial pilot may have to demonstrate more manoeuvres to a higher standard, and may need to pass more frequent medical examinations. A commercially-registered plane may require more frequent or more extensive maintenance. It is the purpose of the flight, not the type of aircraft or pilot that determines whether the flight is commercial. For example, a two-seat Cessna 150 towing a banner for money would be a commercial flight, while a large jet flown by its owners for a private vacation would not be, even if the pilots were commercially licensed and the jet were commercially registered.

INTERVIEWS

- Excuse me, sir. Could I ask you some questions?
 - Certainly, dear. I've got plenty of time – my flight doesn't leave for another hour. I got here a bit early – didn't want to be late, you know.
 - OK, first question. Where are you going?
 - I'm off to Australia, to Melbourne. I'm going to see my sister and her family. I haven't seen her for twenty-five years. But I retired recently and I thought, well, I've got the money, so why not?
 - I think that's great! So how long are you planning to stay in Australia?
 - Well, I've got a return ticket to come back in a month's time, but if all goes well I might stay a bit longer. It's a bit of a risk, you know. I don't really know what my sister's like any more – or her family. I've never seen her children and I've only met her husband once.
 - Yes, it's always a bit of an unknown. Anyway, just a couple more questions. How did you get to the airport?
 - My son gave me a lift.
 - OK. And finally, would you mind telling me how old you are?
 - Twenty-one, dear. No, I'm only joking. I'm 35 next month.
 - Thank you. I hope you have a wonderful time.
 - Thank you. So do I!
-

- Excuse me, madam. I wonder if you'd mind answering some questions.
 - Er...OK. Will it take long?
 - No, just a few minutes. Could you tell me where you're travelling?
 - Frankfurt.
 - And are you travelling on business?
 - I've been here on business – at a meeting with our partners in the UK.
 - I see. So how long did you stay in the UK?
 - For just two days.
 - Thank you. And could you tell me if you're travelling alone?
 - Yes, I am.
 - OK, nearly finished. Can you tell me how you got to the airport?
 - By taxi, from my hotel.
 - Good. Finally – occupation. I know you're in business.
 - Yes, I'm a Marketing manager for a company making pharmaceuticals.
 - And can I ask which of these age groups you're in?
 - Here – thirty to thirty-nine.
 - Right. Thank you very much. Have a pleasant journey.
-



INTERVIEWS

- Excuse me. Do you have a few minutes to answer some questions?
 - Yes, I think so.
 - Thank you. I'm conducting a passenger survey.
 - Right.
 - Can you tell me where you're going?
 - To St. Petersburg.
 - St. Petersburg – and what's the reason for the trip?
 - I'm going out to teach English. I've just qualified, so it's my first job abroad.
 - You must be excited.
 - Yes, excited, and a little bit apprehensive to be honest. It's a big commitment – I've signed a twelve-month contract.
 - So you're staying for a year?
 - That's the plan. If it all works out.
 - And are you travelling on your own?
 - Yes.
 - And can you tell me how you got to the airport?
 - I came on the coach – it's cheaper than the train.
 - Right, I think I've got everything. Just one last question – could you tell me your age?
 - I'm twenty-four.
 - Good, well thank you very much, and I hope it all goes well for you in Russia.
 - Thanks.
-

- Excuse me. Could you tell me where the Ukraine International Airlines counter is?
 - Certainly. Just go up the escalator here on your right and you'll see it.
 - Here's your ticket. Your flight is now boarding at gate 50. Go down concourse "D".
-

- Excuse me... Are you Mr Cartwright?
 - Yes.
 - I'm Vladimir Ivanenko, from TST Systems. Have I kept you waiting?
 - Oh, no... the plane's just arrived. Thank you for coming to meet me.
 - Not at all. Did you have a good trip?
 - Yes, thank you. I was airsick a bit, but now I'm O.K.
 - My car's just outside the airport. Shall my driver take your suitcase?
 - Oh, yes... thank you.
-

Exercise 1. Use the verbs in the Past Indefinite or Present Perfect Tense forms.

1. You (to register) your ticket yet? – Yes, I have. – When you (to do) it? – A few minutes ago. 2. The plane from Kyiv just (to land). 3. The loud-speaker (to announce) the flight and the passengers (to start) to the exit-gate. 4. Where's your luggage? – I (to leave) it in the cloakroom. 5. How you (to get) to Odessa last time? – I (to go) there by plane but I find it much more convenient to go there by train. 6. You (to go) through the customs and immigration when you last (to travel) abroad? – Certainly. 7. Did you (to have) a good trip? – Yes, I did.

DIALOGUE «SELLING AN AIR TICKET»

- Good morning, *can I help you?*
- Yes, *I'm looking for a flight to San Francisco.*
- OK, when would you like to travel?
- I need to be there on the third of February. I want to leave *as late as possible*. What's the time difference – *they're behind us*, aren't they?
- Yes, if you got a flight from Heathrow in the morning you'd be there by the afternoon or early evening local time.
- OK, fine. What have you got for the 3rd?
- I'll just have a look... OK, there are five flights with availability on that day. all direct. Do you have a preference for a particular airline – there's a United Airlines, a Virgin, a Delta, a British Airways, and another United Airlines?
- No, it doesn't really matter. The main thing is to get there as early as possible.
- Fine. Well, the United Airlines flight number 955 leaves Heathrow at 08.45 and arrives in San Francisco just after midday local time, at 12.05. at the moment there's availability in all classes – First, Club, and Economy.
- That sounds like the one. Just out of interest, what time does the British Airways flight get in?
- That's not until 16.15
- No, that's cutting it a bit fine. Is the United Airlines flight *a Jumbo jet?*
- A 747? Let me see...No, it's a 763. Is that OK?
- Yes, that's fine. I just wondered.
- What about the return flight? Do you have a date in mind?
- Yes, I need to get back on the 7th of February, because I've got to be back in the office on the 8th. So I guess I'll need a flight leaving San Francisco on the 6th.
- OK, let's see what we've got.... *any preference for time?*
- Not really, but I don't want to get back too late.
- There's one that gets you back to Heathrow just after 9 o'clock in the evening – flight number UA 908.
- That's a bit late, actually. Anything earlier?
- Flight UA 954 *gets in* just after midday at 12.10, leaving San Francisco at 17.35. is that too early?
- No, that's fine.
- OK. Do you have a preference for seat type or price?
- The cheapest possible.
- I'll see what we've got right, the lowest basic fare for those dates is __, I'm afraid.
- Wow! Nothing cheaper?
- I'm afraid not. It's because of those *specific dates* and the fact that you're staying less than seven days.
- Not to worry, the company's paying anyway! Are there *any extras?*
- Yes, with tax and so on it comes to \$ 1,132.
- OK, go ahead and book it.
- Can I just have your name and address...

Exercise 1. Learn the dialogue by heart and carry it on with your classmate in class. Render the contents of the dialogue in Indirect Speech in English. Translate the dialogue paying attention to italic phrases.

Exercise 2. Put the words in the correct form in the passage «Catching a plane».

When you (a) ___(arrive) at an airport, you should go straight to the check-in desk where your ticket and luggage (b) ___(check). You (c) ___(keep) your hand luggage with you but your suitcase (d) ___(take) to the plane on a conveyor belt. You can now go to the departure lounge. If you are on an international flight, your passport (e) ___(check), and then you and your bags (f) ___(x-ray) by security cameras; sometimes you (g) ___(give) a body search and your luggage (h) ___(search) by a security officer. You (i) ___(wait) in the departure lounge until your flight (j) ___(call) and you (k) ___() tell which number gate to go to. Finally you (l) ___(board) your plane and you (m) ___(show) to your seat by a flight attendant. You ___(take) your seat and make yourself comfortable.

Exercise 3. Read the text *My friend is leaving for Odessa* and render it briefly in English.

My friend L. is leaving for Odessa today. Let us go out to the airfield to see him off. He had no difficulty in booking. The booking office sells tickets 30 days in advance. Each passenger is allowed 20 kg of luggage free of charge. No noticed a plane circling over the field, dipping one wing then other in greeting before making a landing. In a few minutes a plane made a perfect landing and began taxiing towards us along a concrete runway. As soon the plane rolled to a stop the ramp was driven up and the passenger began to alight.

Before boarding the plane the passengers must register at the airport. When registering they are required to have his luggage weighed after which the attendant attached a special tag to it to prevent it from getting lost. There is no need to worry about your suitcase any longer it will be taken care of by one of the many porters at the aerodrome. In due time he will put it into the luggage compartment of the plane.

Suddenly over the radio in the waiting-hall we heard the voice of the announcer calling the plane going south. "Flight 216. Will passengers for Odessa please proceed to the exit gate? The flight leaves in 10 minutes." We began showering my friend L. with well-meant but useless last minute advice, such as how to keep from getting airsick, how far from pilot's cabin to sit, etc. Someone even shouted to him to put some cotton wool in his ears to keep out the deafening noise of the engines. My friend made a serious face as though he was actually going to try and remember the many things we were telling him. As soon as the mail was loaded the passengers were invited to take their places. The stewardess helped everyone to get comfortable in the reclining seats and to adjust the safety belts. In less time it takes to tell the plane taxied down the field to face the wind. It then began to pick up speed and tore down the runway. In a moment it was off the ground and out of sight.

Exercise 4. Remember that.

Around the clock - круглые сутки; to be in charge of – быть ответственным за; bottom line – итог, основной момент; to cry wolf – поднимать ложную тревогу; down to earth – быть приземленным; to eat one's words – брать свои слова назад; to go with the flow – плыть по течению; in the same boat – в одинаковых условиях; to lose track of - потерять из виду; to be lost for words – неспособный подобрать слова; lucky break – счастливый случай; on the spur of the moment – под влиянием момента; once and for all – раз и навсегда; to save face – спасти репутацию.

CONVERSATIONS

At the check-in desk

- Good morning.
- Good morning. Is this the check-in for BA 113 to Paris?
- It is. Can I see your ticket?
- Sure, here you are.
- Thank you. Can you put your suitcases on the baggage scales?
- OK.
- Three cases. Hmm. They're a bit heavy. You'll have to pay an excess baggage charge, I'm afraid.
- Oh, dear. What's the limit then?
- Thirty kilos on this flight. And you have nearly forty kilos.
- How much do I have to pay then? Or can I take this one on as hand baggage?
- I suppose so – if you put your other bag inside it.
- OK, it fits. Is that under thirty kilos now?
- Yes, just about.
- Good, that's saved some money! Thank you very much indeed.

-
- Unfortunately, I can't put you all together.
 - What!
 - I can do two in row 6 and two in row 11.
 - Oh no! Can't you do anything else? It's eight-hour flight to Orlando. We don't want to be separate for that length of time.
 - Well, I don't think there's any other possibility, I'm afraid. As I said, I haven't got four seats together.
 - That isn't good enough. Isn't there something else you can do?
 - Let me see. Well, what about two together in row 14 – an aisle seat and a middle seat – and two aisle seats in 13 and 15. At last you'd be able to talk to each other.
 - OK, I suppose that'll do if you've nothing better, but I would have thought that as we got -here two hours before the flight we'd have been able to sit in the same row...

-
- Would you like a window seat or an aisle seat?
 - Could I have an aisle seat please?
 - Of course. Seat 15C.
 - Good, because I want to keep my guitar with me.
 - Oh, I'm sorry. You won't be able to put anything in the aisle.
 - Really? Yes, of course, I didn't really think. But what do I do with this guitar case?
 - I'll have to check it in with your suitcase.
 - But I don't really want it to get damaged in the hold – it's very valuable to me.
 - I'm sure it'll be safe.
 - Well, what you could do is check it in with one of the ground staff just before you board the plane. They'll put it in a special place in the hold reserved for fragile items.
 - OK, I guess that's all right.
 - Right, I'll just put this tag on.
 - Thank you. A. And here's your boarding pass...

Exercise 1. Learn the conversations by heart and carry them on with your classmate in class. Render the contents of the conversations in Indirect Speech in English.

Exercise 2. Supply the correct tenses.

Douglas (to arrive) at Kennedy Airport and (to come) up to the check-in desk. He (to put) his luggage on the scales, but the man at the desk (not to look) at his things.

"You (to go) for a holiday?" he (to ask).

"Yes", Douglas (to answer).

"You ever (to be) to Switzerland?"

"No, I never (to be) out of the United States."

"You (to be going) to ski?"

"Certainly".

"Why you (not to have got) skis with you?"

"I (to buy) them there."

"Hope the weather (to be) good."

Douglas (to show) the clerk his ticket and passport and the man (to give) him a boarding-pass. He (to be) early and he (to have) time to drink a cup of coffee and to read the evening newspaper.

Half an hour later he (to get on) the plane together with the other passengers.

Exercise 3. Give your impressions of your going on the business trip.

I picked up my suitcase and ran out of the hotel. The taxi was already waiting for me outside. I got in and flung the case into the seat beside me. As we sped towards the airport I checked the contents: I had remembered to pack everything including my favourite slippers and the razor. I had to wait a little in the assembly hall.

When my name being called out on a list, I had to walk a few steps to the motor coach, which took me straight to the airplane. When ushered into the cabin of the aircraft, I was received by one of the two stewardesses serving the passengers upon their flight. She showed me to my seat, pulled out the safety-belt from behind the seat, and showed how to clasp it when the time of taking off came. I settled down comfortably in my reclining chair and then screwed round in my seat to look down the wide cabin.

There were not too many passengers. The pilot was seen passing by to the flight deck. The forward door having closed behind him, the engines started one by one, with deep rumbles heard as though from a great distance. Presently I felt the cabin stirring beneath me. I looked out of the window and saw the lights of the airport buildings passing by as the aircraft moved towards the runway's end.

Then before I realized what was happening the runway lights were seen sliding past my window in acceleration and the airport was below and behind. I never felt the machine leaving the ground. I leaned back and sat relaxed in my reclining chair.

The stewardess walked down the aisle with a tray in her hands. She came up to me and asked if I wanted supper. Soon the lights were dimmed for sleeping. I made myself comfortable in my seat and tried to go to sleep.

I woke up when the aircraft started on a slow descent, losing height at about two hundred feet a minute. I sat looking out of the window as we circled the airport. Then I saw the ground coming closer and closer. In the saloon the stewardesses were busy waking the passengers and making them do up their safety-belts for the landing.

DIALOGUES «AT A PASSPORT & CUSTOMS DESK »

- Your passport, please. How long are you planning to stay in the country?
- Three weeks. Could I prolong my entrance visa in case of necessity?
- Sure. The receiving party shall take care of it.
- Well, bags on the table and your customs form, please.
- How much do they weight?
- 23 kilos. I'm sorry, but you'll have to pay an excess luggage charge.
- Oh! It's only three kilos overweight.
- Yes, sir... that's \$6... Thank you. Have you anything to declare?
- What?
- Alcohol, cigarettes, fresh fruit, plants...?
- Uh, no. Only for personal needs.
- Open your suitcase, please. Any gifts?
- Only one bottle of vodka.
- All right. It's duty free. As you probably know, it's forbidden to bring more than two bottles of alcohol and two blocks of cigarettes to England. And no limitations as to currency. Here's your form.
- Thank you.
- Not at all. The next please.



- Okay, bags on the table, please. Your customs form, please... uh-huh. How long are you planning to stay in the country?
- Four weeks.
- Do you have anything to declare?
- No.
- Any meat, fresh fruit, plants?
- Uh, no. Only for personal needs.
- Open your suitcase please. Any gifts?
- Excuse me?
- Are you bringing any gifts into the country?
- No.
- What's in the bottle?
- Uh, hand lotion.
- Okay, that'll be okay. Here's your form.
- Uh, what should I do with it?
- See that officer over there by the gate? He'll take it.
- Thank you very much.

Exercise 1. Complete the sentences.

1. It was a very long flight ... last it's over. 2. Oh, here you are. I was looking ... you the whole afternoon. 3. The train is ... least two hours late. 4. In fact it was a hard year and I am looking forward ... the coming holiday. 5. She looked ... the direction signs but couldn't find the timetable. She addressed ... the clerk to learn when the plane was to take.... 6. He's fond ... travelling. Actually, he has travelled all ... the Ukraine. 7. Why didn't you send your luggage ... advance?

Exercise 2. Do the dialogue.

Immigration officer: Welcome to _____. May I see your passport please?

You: _____.

Immigration officer: Where are you coming from?

You: I'm coming from _____.

Immigration officer: What is the purpose of your visit?

You: I'm here on _____.

Immigration officer: How long are you planning to stay?

You: I'll be staying for _____.

Immigration officer: Where will you be staying?

You: I'll be staying at a _____.

Immigration officer: What is the name of the _____?

You: _____.

Immigration officer: Have you ever been to London before?

You: _____.

Immigration officer: Do you have anything to declare?

You: _____.

Immigration officer: Enjoy your stay.

You: _____.



Exercise 3. Read the text on A slight emergency and make up the dialogue from it.

We had hardly got above the clouds over the airport when a calm voice over the loudspeaker said: "For technical reasons we shall be returning immediately to London Airport. Please keep your seatbelts fastened." I was rather surprised and glanced at the old lady next to me. She had been very chatty while we were waiting to take off.

"I'm going to New York to visit some relatives there. I always sleep wonderfully well whenever I get into a plane," she said. And indeed, she seemed to be in a very deep sleep already. Just then a passenger behind me shouted: "Oh, my God! The wing's on fire." I looked out of the window and my blood froze. Smoke and flames were pouring out of one of the engines. The plane was already turning and losing altitude fast.

"What's happening? Are we going to crash?" an American in front of me demanded.

The cabin crew was already moving up and down the aisle, reassuring people, saying things like: "It's all right. There's no need to worry. Now, if you just sit still, everything will be all right. Don't get up. Don't get upset." I looked out again.

The ground was rushing up at us with sickening speed. We were already so low that I could make out cars and even people. "It's only a slight emergency," a stewardess told me with a strained smile. Suddenly there was a sickening bump and we were rushing along the runway at a terrifying speed. The brakes screeched. The engines roared even more loudly.

We came to a shuddering stop. The cabin crew flung open emergency exits and the passengers began sliding down huge, stocking-like chutes to the ground. A fire engine was already putting out the fire in that one engine. I had to shake the old lady violently to wake her up. "What's wrong? Surely the journey isn't over already! I mean, have we got to New York?" She asked sleepily.

DIALOGUE « I TRIED HARD BUT... »

Passenger: I have just missed the British airways flight to Paris. Can you book me a seat on the next plane?

Hans: It's hardly possible, sir. I'm afraid the plane is completely full, and there isn't another flight until 17.00 hours.

▪ This is stupid. I left my hotel more than two hours ago in order to get here in time. What happened? My taxi driver couldn't drive at more than 10 mi an hour because of the traffic.

▪ I'm sorry, sir. I'll try Air France for you... I tried hard, but I'm afraid all their planes are fully booked too.

▪ You English make me angry. Why can't you build better roads?

▪ I agree with you, sir, English traffic is very bad. Now, if you will excuse me, there's another gentleman here...

▪ It was the same yesterday. I flew from Liverpool to London. I spent one hour at the airport, three-quarters of an hour in the plane – and three and a half hours on the road. When I reached my hotel in Piccadilly, you can hardly believe it, but dinner was over.

▪ I'm sorry, sir. Now, if you don't mind...

▪ You English do everything slowly. Now in my country...

▪ So we're slow, are we? Then it's because of people like you. You talk too much and take up too much of my time. I really must attend to these gentlemen, sir.

You English always stick together.

▪ I must disappoint you, sir. I'm not English; I'm a foreigner – like you.

DIALOGUES «ON THE PLANE»

As soon as Mr. L got on the plane he had the porter place his suitcase on the rack just above his seat. A few minutes after the plane took off an Air-Force officer came up to him and asked: *Beg pardon, is this seat taken? No, not yet.* The officer sank into his seat and looked around. *I see by your uniform that you've been in airplane before. Would you mind giving me a few tips?*

Officer (*smiling*): I'll be glad to.

Mr. L: You see, my friends gave me so much advise and such a long list of does and doesn't that I'm almost afraid to make the trip.

Officer: (*laughing*) Nonsense. Get all that out of your head and just sit back relax and enjoy the trip. Well-meaning friends often turn out to be kill-joys in the long run.

(*Noticing the cotton-wool in L's hand*) There's no need to stuff that in your ears because our cabin is soundproof and the noise won't get in. That door in the front leads to the pilot's cabin and the one at the back there to the toilet rooms. If you want a bite (snack) or something to read just ask the stewardess and she will arrange something up for you in a jiffy.

Mr. L: I think food is the last thing one would want in a plane. Do you think we'll have a rough journey?

Officer: No, the weatherman promises us fair weather and no cross winds. We may hit an airpocket or two and then we'll begin rocking a bit. Anyway, don't think of those things. Look out of the window and enjoy the sight.

Mr. L: (looking out of the window) How small everything looks. How high are we?

Officer: We're flying at an altitude of 2000 metres. In about a minute we'll be above the clouds.

Mr. L: But isn't it safer to keep the earth in sight?

Officer: Oh, it makes no difference. Even when visibility is exceptionally poor the pilot isn't afraid of blind flying or even of making a blinding landing. Radio takes care of that.

Mr. L pressed his face against the window eagerly drinking in the sights. He was actually enjoying the trip.

THE PLANE IS TAKING OFF

Stewardess: Ladies and gentlemen, British Airways welcome you aboard this Boeing 747 and hope you have a pleasant flight. As we are about to take off, you are requested to fasten your seat belts and kindly refrain from smoking. Thank you.

Passenger: Excuse me, miss. When do we land in London and at what altitude shall we be flying?

▪ The plane lands in London at 11 a.m. and we'll be flying at an altitude of about 27 thousand feet or 9 thousand metres.

▪ Thank you. Excuse me, I have a question. What's the weather like in London?

▪ It was warm and fine weather yesterday.

▪ Thank you. I have still one more question. Will any meals be served on the plane?

▪ Yes, of course. You'll have lunch in half an hour.

Exercise 1. Learn the dialogue by heart and carry it on with your classmate in class. Render the contents of the dialogue in Indirect Speech in English.

ON THE PLANE

- I say, are you feeling all right?
- Not quite, I'm afraid. I'm a little airsick.
- So sorry. Is there anything I can do for you? Shall I ring for the stewardess?
- Yes, please, and would you mind lowering the back of my seat a little. Thank you. It's better now.
- Would you care for a cup of coffee or a glass of water?
- A little later, please.

THE PLANE IS LANDING

- I say, it's London already. We're going to land.
- Well, I've never been to London before but it must be. How large it looks. There I can see the famous Big Ben.
- Yes, and I can also see St. Paul's Cathedral. Can you?
- No, I can't... Oh yes, now I can see it.
- You'll have a good time in London, I'm sure.
- I hope so though I have a lot to do. It's a business trip, not for pleasure.

AT THE CUSTOMS

- Good afternoon, sir. Is this your suitcase?
- No, it isn't. Mine is the brown one.
- Oh, I see. Have you anything to declare?
- No, I haven't. There are only personal belongings in my suitcase. Shall I open it?
- No, thank you, sir. You needn't. It's all right. You may go through Passport Control now. Straight on, please.
- Thank you, Officer. Good afternoon.

MR. GRIGGS, THE SMUGGLER

- Have you anything to declare, sir?
- Anything to declare? No, ...nothing.
- I see, sir. Will you please open your suitcase?
- But I didn't buy anything in Spain.
- Uh... Hmm. What's this under this jacket here?
- What?
- Five bottles of brandy.
- But that's impossible. They weren't there, when I packed the bag this morning.
- Very well, sir. And what about this box of cigars?
- That wasn't there, either. Really. I didn't buy and cigars at all.
- Well, sir, you must remember, when you smuggle things you lose them. And you pay a fine as well.

Exercise 1. Learn the dialogue by heart and carry it on with your classmate in class. Render the contents of the dialogue in Indirect Speech in English.

Exercise 2. Analyze the information, which is in the highlight, and use it in practice.

Exercise 3. Add some information & make up a small report and give a talk in class.

Exercise 4. Read the text and say if there's nothing like travelling by air.

Man's desire to fly first found expression in fantasy and legend. Then he began to understand the air and true flight became possible. It is only about 80 years since man made the first flight in powered aircraft. Today, travelling by air is a common thing.

Many people like it because it is more comfortable, more convenient and, of course, very much quicker than any other means of transport. As the "Aeroflot" posters say, "Ten hours by train – one hour by plane." A beautiful jet-propelled passenger liner will carry you to your destination very quickly. In the distance is not very great you will fly on a smaller plane, which can land on an airfield near a small town or even a village.

When you board a plane the stewardess greets you and by radio, before the plane takes off, she gives the passengers all the information about the flight. During local flights on small planes you can see the land below and enjoy the scenery. You reach your destination very quickly and realize that travelling by air has many advantages. Is there a better way of travelling than by air?

DIALOGUE «HAPPY JOURNEY!»

- Good morning. Trans-Continental Airways.
- Good morning. Could you, please, tell me what time the afternoon plane to New York leaves?
 - You want Flight Information. I'll try and put you through.
 - Flight Information. Can I help you?
 - Could you tell me if there is any delay on the flight to New York?
 - No delay. It's due to take off at 1.05 p. m.
 - Thank you. (*On the plane*)

▪ Good afternoon, passengers. I'm your captain. I welcome you onboard our Boeing-747. We are bound for New York. The flying time will be 8 hours. We will be flying at an altitude of 35000 ft and our average flying speed will be 500 miles per hour.

The "Safety-on-Board" Pamphlet is in the seat pocket in front of you. Now please fasten your seat belts and refrain from smoking. I hope you enjoy your journey.

▪ *1st Passenger*: Excuse me, may I bother you for a moment? I'd like to come closer to the window. I want to take a picture.

▪ *2nd Passenger*: Certainly. But you won't see anything; just there is a thick layer of clouds.

▪ *Flight Attendant*: Ladies and gentlemen, fasten your seat belts, please.

▪ I can't believe it! We must already be approaching New York? I can see the airfield. It's enormous. This is Kennedy, isn't it?

▪ Yeah, one of the busiest centres of international travel.

Pilot: Ladies and gentlemen, we have just landed at Kennedy, New York. The local time is 7.45 a.m. The temperature is +19° degrees Centigrade (+70° Fahrenheit).

Please, remain seated until the plain stops. It's been a pleasure having you aboard. Thanks for flying with Trans-Continental.

Exercise 1. Learn the dialogue by heart and carry it on with your classmate in class.

Exercise 2. Render the contents of the dialogue in Indirect Speech in English.

Exercise 3. Analyze the information, which is in the highlight, and use it in practice.

DIALOGUE «AN AIRPLANE TRIP»

▪ (*Senior Gonzalez, looking at his watch*) There seems to be some delay. Our plane is supposed to leave at 2:10 and it's already 2:20. Wait. That's our flight they are announcing over the loudspeaker now. Flight 620 – leaving from Miami. Gate 14.

▪ You have the tickets.

▪ Come on! There's a line forming. If we hurry we can have our choice of seats when we get on the plane. I like to sit in the middle of the plane.

▪ (*Senior Lopez, obviously ill at ease*) Do you want to know something? I'm beginning to feel a little nervous.

▪ There's nothing to get nervous about.

▪ This is my first plane trip. Maybe I'm not going to like it.

▪ There's nothing at all to worry about. Once you're up in the air it's just like sitting at home in your own living room.

▪ Here take your ticket. You have to show it as you go through the gate.

▪ Do I need my passport?

▪ Not here. You show your passport in Miami when we arrive. (*They pass through the gate, board plane, and take seats near the centre of plane*).

▪ (*Aeroplane hostess, passing through aisle as the plane prepares to take off*) Everyone please fasten his seat belt. No smoking. This is flight 620 now leaving for Miami and arriving at Miami International Airport at 3:30 standard time. We shall fly at an elevation of five thousand feet.

▪ (*Senior Lopez, looking around*) What's the idea of seats belts?

▪ You're supposed to fasten yourself firmly to your seat in case of accident. Otherwise you may be thrown against the seat in front injured.

▪ And if the plane catches on fire I won't be able to get out either.

▪ Nothing like that ever happens. You're beginning to make me nervous.

▪ What's that terrible noise?

▪ Those are the motors. They're warming them up. We're about to take off. Look! We're starting. Isn't it thrilling? Now we're leaving the ground. (*Senior Gonzalez, looking at his friend*) Juan, stop clenching your teeth and open your eyes. We're already in the air and you're completely safe and sound. Look down below and see how pretty. Havana looks from the air.

▪ Maybe I'll get sick if I look down. Heavens, what was that? The plane dropped suddenly.

▪ That was probably an air pocket. Every time a plane strikes an air pocket it always dips a little.

▪ Now my ear hurts. It just cracked terribly. I suppose that's the atmospheric pressure. How high are we? I have heard that, if you open your mouth and swallow hard, your ears won't crack. (*Between swallows*) How many different things can happen to you in an airplane?

▪ Nothing serious is going to happen to you. Thousand of people travel by plane every day and nothing happens to them. Be a little philosophical. When your turn comes to die, you'll die - and not before.

▪ But suppose today happens to be the pilot's turn?

▪ Then the co-pilot will take over. These big planes always carry two pilots. Now please sit back and relax. We'll soon be in Miami and all your troubles will be over.

Exercise 1. Retell the passage «Mr. Hawk is flying to Kyiv» briefly in English.

Mr. Hawk is the head of the export department of a large engineering firm. He has worked there for 6 years. He has travelled all over the world. His work has taken him to nearly every continent. Last year he visited France, Italy and Canada.

This year Mr. Hawk has already been to Switzerland and Sweden. It is early morning. Mr. Hawk is getting ready to go to the airport. He is flying to Kyiv today. His firm is taking part in an exhibition and Mr. Hawk has some things to discuss in Kyiv. He is looking forward to his trip to Ukraine – it is going to be his first one.

Mr. Hawk booked his ticket in advance. Last week he went to the British Airways Booking Agency and asked about flights to Kyiv. He said he would like to book a flight for Monday. "There is a British Airways flight on Monday", the clerk said – "The plane leaves Heathrow at 9 o'clock in the morning". It suited Mr. Hawk perfectly.

The clerk also told him to come to the airport for registration at least one hour before the take-off. Mr. Hawk has just arrived at the airport. He is looking for a porter.

At last he sees one and calls him to take his suitcases over to the British Airways registration counter. Registration has just begun and there is a large crowd of people at the counter. Clerks are checking tickets and weighing luggage. A quarter of an hour later registration is over and all of the passengers are going through immigration and customs.

At last the plane has landed. Half an hour later Mr. Hawk is through with the immigration and customs formalities. He is in the foyer of the airport.

Suddenly he hears an announcement – "Attention, please, this is a special announcement for Mr. Hawk. You are kindly requested to come to the Inquiry Office.

The representatives of the organizing committee are waiting for you."

He looks at the direction signs. The Inquiry Office is at the far end of the foyer near the cloakroom. His journey is almost over.

Exercise 2. Play the dialogue out.

- Could I possibly have a glass of water?
- Certainly, sir. Still or sparkling?
- Oh, still, please. Could you hurry – I'm feeling a bit sick.
- Of course. Shall I get you a blanket as well?
- No, I'm all right – just the water. It's just that it's a bit bumpy back here.
- Right, I'll get it straightaway. We'll be landing in about twenty minutes – I'm sure you'll be fine then.

Exercise 3. Read the joke No more flying and answer a question given at the end.

A backwoodsman took a flight in a small plane. As he climbed out of the aircraft at the end of the trip, he turned to the pilot and said, "Thank you for both flights."

"What are you talking about?" asked the pilot. "You only had one."

"No, sir", answered the passenger, "I had two, my first and my last."

Question: What kind of travelling do you think the backwoodsman prefers?



CONVERSATIONS

- I want to go to Kharkov as quickly as possible. What would you suggest as the quickest means?
 - The plane, of course, it's only six flying hours to Kharkov. There is a *non-stop service without any intermediate landings*.
 - I thought about that but is it flying weather just now? The sky is so overcast, that it may cancel the flights, I'm afraid.
 - Who told you it is not flying weather! There's no mist, no storm, nothing to prevent the flight.
-

- I wonder what the fare is. Perhaps, it's too expensive. I *can't afford it*.
 - The price is the same as a *railway ticket* in a soft car. But think how much quicker you will reach *your destination*.
 - That's quite true. But I'm rather *afraid of airsickness*.
 - Don't you trouble about that? With these modern planes they have on the line, you're sure to be all right.
-

- Shall I be able to get any refreshments on board?
- By all means. The stewardess will *serve* you beer, lemonade, tea and sandwiches.
- Are the seats *comfortable* enough?
- All along you will be reclining in the most comfortable armchair. It is even so arranged that you can have some *sleep on board*.

Exercise 1. Learn the conversations by heart and carry it on with your classmate in class. Render the contents of them in Indirect Speech in English. Translate them paying attention to italic phrases.

Exercise 2. Match the phrasal verbs and idiomatic expressions in column A with their definitions in column B.

A. break down	call off	B. cancel	have mechanical
cut short	turn up	appear	failure
write off	go off	reach	curtail
hold up	get to	delay	completely destroy
		make a sudden loud noise	(especially a car)

Exercise 3. Remember transport idioms.

On the wagen - дать зарок не пить алкоголь; jumping on the bandwagon – присоединиться к популярному делу или движению; fallen off the wagen – вернуться к прежним привычкам (об алкоголе); in the driver's seat – быть во главе, на ответственной должности, у руля; a backseat driver – тот, кто дает непрошенные советы; a Sunday driver – неумелый водитель; reinventing the wheel – изобретать колесо; asleep at the wheel – заснуть за рулем; забыть о своих обязанностях; let's hit the road – отправится в путь; middle of the road – умеренный, неэкстремальный, средний; a long way down the road -- в конце концов, в будущем, впоследствии; I missed the boat – поезд ушел; it's plain sailing – идти как по маслу; we are in the same boat – быть в таком же трудном или неудачном положении.

DIALOGUES «AT THE AIRPORT»

- Is this Mercury Airlines counter?
 - Yes, it is. May I help you?
 - I'd like to check my reservation for today's flight to Mexico City.
 - May I see your ticket and passport?
 - Is everything in order?
 - Yes, it is. Where is your baggage?
 - It's over there.
 - Very well. It weighs exactly thirty pounds.
 - Do I get a baggage check?
 - Yes, you do. Here it is. Now go to gate number seven. Your flight number is 326.
 - What time does the plane leave?
 - At 4.30.
-

- Excuse me. Is this gate seven?
- Yes, it is. We are boarding the plane at any moment.
- Why, I'm right on time!
- May I take any seat?
- Yes, any seat not marked "reserved".
- When do we take off?
- In about five minutes. No smoking, please.
- Miss! Do we land in Washington? Are we landing now?
- Yes, we are. Please fasten your belts.
- Here, let me help you. There!
- Thank you.
- You are welcome. Well, here we are.
- Have you got anything to declare?
- No, I haven't.
- Is that your suitcase?
- Yes. And that is my suitcase, too. This bag is also mine.
- Good. What have you got there?
- Clothes. And books. I've only got books in this bag.
- What kind of books are they?
- Let me see. Five dictionaries, three grammar-books, ten course-books, four textbooks, twelve books for easy reading and a detective story – thirty-five in all.
- Thirty-five books? Are you going to sell them in Kyiv? Are you a bookseller?
- No, I am a teacher.



DIALOGUE «TRAVELLING BY AIR»

- Do I check in here for Eastern Flight 179 to Houston?
- Do you already have your ticket?
- Yes. Here you are.
- Thank you. Can you put your luggage up here, please?
- Sure. I have four suitcases.
- We allow only three pieces. You'll have to pay an extra charge.
- Oh! Can I carry this one with me?
- No, I'm sorry. It won't fit under your seat. That's \$8.00. Thank you. You can choose your seat at Gate 4. Enjoy your flight!
- (Buzz!) Excuse me. May I see the contents of your pockets?
- Of course.
- Thank you. Put everything in this container. Now go back and come through the detector again.
- Sure. (Buzz!) Oh, wait! It must be my metal comb. Here it is.
- That's fine. Put it with your other things. Now come through again.
- Hello. Are you going to Houston this morning?
- Yes. I am. I'd like a window seat, please.
- May I see your ticket?
- Oh, sure. Here it is.
- You want a window seat. Smoking or non-smoking?
- Non-smoking.
- Fine. Seat 12A. Here's your ticket and your boarding pass. Enjoy your flight!

"Good morning, ladies and gentlemen. This is your captain speaking. I'd like to welcome you aboard Eastern's Flight 179 to Houston. We're flying at an altitude of 33,000 feet. Our speed is approximately 500 miles per hour. We'll land in Houston in two-and-a-half hours at 1:20 local time. The temperature in Houston is 78° Fahrenheit. That's 25° Celsius. In a few minutes you'll be able to see the Mississippi River on the right. Our flight attendants will serve lunch in a few minutes. Enjoy your flight! "

Exercise 1. Learn the dialogue by heart and carry it on with your classmate in class. Render the contents of the dialogue in Indirect Speech in English.

Exercise 2. Fill in the blanks with active words given at the end.

1. We went on a three days' ... to the Lake District. 2. The stewardess... "The plane is going to... fasten your seatbelts and don't smoke, please." 3. My luggage was well under... so I didn't have to pay anything. 4. I'm afraid I can never learn to speak ... English. 5. I'd like to book 2 seats for today's ... to Paris. 6. Last time I ... to Moscow by TU-134 plane. 7. My friend has just returned from his tour of Greece. I to having a talk with him. 8. The porter ... the luggage to make sure it was all right. 9. What are you ... for? – My ticket. 10. How much does this parcel ...?

(weight, look forward, flight, journey, perfect, take off, fly, announce, look, check, weight)

Exercise 3. Analyze the information, which is in the highlight, and use it in practice.

Exercise 4. Add some information & make up a small report and give a talk in class.

CONVERSATIONS

- What flights are there from London to Vienna tomorrow?
 - If you'd like to take a seat, I'll find out for you.
 - I'd like to travel first class, please.
 - BEA flight BE 502 takes off from Heathrow at 9, 25, and flies direct.
 - What time do I have to be there?
 - You'll have to be at West London Air Terminal by 8.10 at the latest.
-

- I want to fly to Geneva on or about the first.
 - I'll just see what there is.
 - I want to go economy, and I'd prefer the morning.
 - Lufthansa Flight LH 203 leaves at 9.20.
 - What time do I have to be there?
 - The coach leaves for the airport at 8.15.
-

- When does the London train leave, please?
 - 9.25. Platform 3.
 - What time does it reach London?
 - You should be there at 11.31, but you may be a bit late.
 - Do I have to change?
 - Yes. You change at Lewes and East Croydon.
-

- I want a ticket to Bern, second-class.
 - Single or return?
 - Return, please.
 - Sixty-five pounds, please. Five pounds change, thank you.
 - Could you tell me what time the next train is?
 - 8 o'clock, platform 12. If you hurry you'll just catch it.
 - Thanks.
-

Exercise 1. Supply the correct prepositions where necessary.

1. Will the train arrive ... time or will there be a delay?
The train will arrive ... a delay ... 40 minutes.
2. *Mr. Cane is speaking ... the clerk ... Travel Agency ... the phone.*
Travel Agency. Good morning.
Good morning. I'd like to make a reservation ... a flight to Dublin ... the 6th ... April.
Just a moment, please. Now, there's a non-stop flight ... Dublin ... the 6th. It's
leaving ... Dublin ... 10 o'clock ... the morning.
What time does it arrive ... Dublin?
... 1.20 ... the afternoon. Will that be convenient ... you?
That sounds good. Will you make a reservation ... me ... that flight?
All right, Mr Cane, please come and collect your ticket a couple ... days ... advance.
I'll do that. Thank you.
You are welcome.

DIALOGUE «A TRIP TO BRISTOL»

- Hello, Katya. Are travel documents ready for the trip to Bristol?
- Yes, Mrs. Jarvis. You're flying to London Heathrow on a Lufthansa flight.
- What time am I leaving?
- At 13.30 arriving in London at fourteen hundred.
- And is someone meeting me at the airport?
- No, you're going on to Bristol by train. You need to take a taxi from Heathrow to London Paddington station, and then the four o'clock train to Bristol.
- Is there enough time? My meeting in Bristol is at 6 o'clock.
- It's OK. The train arrives at 17.22, and the place you're visiting is close to the station.
- That's fine, then.
- Katya, I'm sorry. Can you change my ticket for next week? I've now got a lunchtime meeting in London at 1 o'clock.
- Yes, of course. Let me get the timetable. ... OK... There's a flight from Frankfurt at 11.40 arriving at 12.15.
- No, that's too late. Isn't there a flight getting to London at about eleven?
- No, there isn't. The one before is a Lufthansa flight at 8.30, arriving at Heathrow at ten o'clock.
- OK. I'll go on the 8.30 plane.
- Half past nine... OK. So, that's Flight LH 4108. And what about your train to Bristol?
- Well, I think my meeting in London will take about three hours.
- So you won't have time to catch the four o'clock train.
- No, I'll take a later train. When's the next one?
- There's one at 16.15, another at 16.45, and another at 17.00.
- OK. I'll travel on the 17.00. Can you reserve me a first-class seat?
- Yes, of course.
- And I'll phone Philip been in Bristol to explain the problem.

Exercise 1. Learn the dialogue by heart and carry it on with your classmate in class. Render the contents of the dialogue in Indirect Speech in English.

Exercise 2. Supply the articles where necessary.

- Can I make a reservation for ... flight 10 to London?
- Yes, I have got tickets for ... flight.

- What gate is the plane to New York leaving from?
- It's leaving from ... gate 12, ... 3rd gate from here.

There are five airports in Moscow. ... Sheremetyevo is one of them. It's ... large airport. Planes from different countries land and take off from ... Sheremetyevo every day.

- Is Mr. Blake in the office?
- No, he isn't. He has just left for ... airport to meet the French trade delegation.
- I'll travel on the 17.00. Can you reserve me a first-class seat?
- Yes, of course.

AT THE AIRPORT

Heathrow Airport in London is very large. Hundreds of planes land and take off and thousands of passengers get on and off planes at Heathrow every day. People usually make reservations for flights in advance, especially in summer time. V. must be to London for a year and today he is going to fly back to Kyiv. He has just arrived at Heathrow. He is speaking to a clerk at the check-in desk.

V.: Can I check in for the flight to Kyiv here?

Clerk: Yes, sir. May I have your ticket and passport, please?

V.: Certainly. Here you are.

Clerk: Will you put your luggage on the scales? Oh, it's too heavy. You must pay an extra charge, I'm afraid.

V.: I'll take out a couple of these catalogues then.

Clerk: Can you put the luggage on the scales again, sir? It's all right now. You may take your ticket and passport and here is your boarding-pass.

V.: Thank you.

Now V. has come up to the information desk and is speaking to the clerk.

V.: Is the plane for Moscow leaving on time?

Clerk: There'll be a delay, but it probably won't be over 30 minutes. Will you go to the departure lounge and wait for the announcement?

V.: Thank you very much.

Clerk: You are welcome.

Soon V. heard the announcement: "Passengers for flight 230 for Kyiv please collect your hand luggage and go to the gate 3. Thank you."

V. flew by an Aeroflot plane. He enjoyed the flight. Three and a half hours later the plane landed at Borispol in Kyiv. V. was home again.

Exercise 1. Complete the dialogue between a client & a travel agent with questions.

T. Good morning, sir. How may I help you?

A. Good morning. Can I make an airline reservation, please?

T.

C. From Athens to Istanbul.

T.

C. I'd like to leave Athens on the 2nd of next month, returning on the 13th.

T. ...

B. I'd like to arrive in Istanbul by lunchtime, and be back in Athens by dinnertime.

T.

C. There'll be three of us — two adults and one child.

T.

A. She's eight years old.

T.

C. Economy class — the cheapest fares you can get, if possible!

T.

C. No, I don't mind which airline it is.

T. All right, I'll just check the computer to find out about availability

DON'T LEAVE THE AIRPORT

Mrs. Foster lives with her husband in New York City, but her daughter lives in France. Today Mrs. Foster is going to fly to Paris.

"The plane is leaving at 11", she told her husband. "But I must be at the airport an hour in advance to check in for the flight. Has the car come?"

"Yes, it's waiting. The driver is going to put the luggage in", Mr Foster said.

A few minutes later Mr and Mrs Foster went out and got into the car. At the airport Mrs Foster went to the information-desk.

"Is the plane to Paris leaving on time?"

"No", the clerk said. "There is a delay as it's foggy and windy. But please don't leave the airport. The weather can clear any moment."

When Mrs Foster heard the news she went to the departure lounge. Only at 6 in the evening she heard the announcement:

"Flight 205 to Paris will leave at 11 o'clock tomorrow."

Mrs Foster was very tired, but she didn't want to leave the airport and go home.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. While on a board the plane you are looking through newspapers. Have a talk with a fellow traveller about the news you have read.

I. Hares delay flights

Brussels. A British 734 flight was delayed at the Brussels airport as a result of fire on an engine. Investigation showed that the fire was caused by a hare, which had got into the engine when the plane was on the runway. It was noticed later that hares like the noise of jet-engines and come nearer the planes.

II. Plane engine noise and modern music

Budapest. A book by one of the oldest Hungarian stewardesses was published the other day in Budapest. The MALEV miss describes many interesting stories and episodes, which happened on board. Once, she remembers, Benjamin Britten, the famous British composer, was flying on her plane. He took a note-book out of his bag and started to compose something. The stewardess asked Britten if he would like to take another seat where the noise of the working engines was not so loud. *You needn't worry, miss, he said, noise is very good for composing modern music.*

III. A 14-year-old plane stowaway

London. Mark Miller, a London boy, took a day off from the school and ended up in Lisbon (Portugal) yesterday, after his parents had searched for him. He was flown back to Heathrow Airport where he told the police he skipped immigration and passport control by simply climbing over the wall.

Exercise 3. Answer the questions.

1. Where and when did you last go by plane? 2. When did you arrive at the airport? When did the plane take off? 3. How long did the first flight last? 4. From what airport did you go by plane last? 5. Where did you fly? 6. Whom did you give your ticket and passport? 7. How long did you wait for the announcement about the flight?

Exercise 4. Add some information & make up a small report and give a talk in class.

Exercise 5. Give extensive answers.

1. Why do people make reservation for flights in advance? 2. Why do people usually arrive at the airport an hour or an hour and a half before the take-off time? 3. What do passengers usually do when they check in at the airport? 4. Are clerks at check-in desks usually very busy? Why? 5. Why must information clerks at large airports speak some foreign languages? 6. What kind of place is a departure lounge? 7. Do planes always leave on time? 8. Why can there be a delay?

Exercise 6. Answer the questions.

1. What makes travelling by air almost as safe as travelling by rail? 2. What is blind flying? When are pilots forced to make a blind landing? 3. What happens if an aeroplane hits an air-pocket? 4. What service would a stewardess offer you on board a plane? 5. What is the average speed of a modern passenger plane? 6. Did you ever see anybody off at an aerodrome? 7. Describe the experience (what you saw there). 8. How does one reserve a seat on an airplane? 9. Are passengers allowed more luggage free of charge when travelling by air or by rail? 10. What do the modern passenger planes usually carry besides the passengers and their hand luggage? 11. Have you ever travelled by air? 12. Have you ever been up in a plane? 13. Do planes have to land for re-fuelling or can they be re-fuelled in flight (in the air)?

Exercise 7. Ask your friend (fellow-traveller) as if you failed to hear what has been said (announced) by another person.

Model: Passengers are requested to fasten their seat belts. What is she (the stewardess) saying? – The stewardess says we must fasten (put on) our belts.

1. Aeroflot announces flight 077 to Madrid. Passengers are requested to the plane.
2. The plane is going to take off. Passengers are not allowed to smoke.
3. MALEV Airline announces Flight AC 984 to Berlin. Passengers are (not) requested to check in.
4. Ladies and gentlemen! Passengers are not allowed through here.
5. It's a Jumbo jet. You are allowed (supposed) to take your bag to the cabin.
6. Passengers are supposed to collect their luggage right after landing.

Exercise 8. Disagree with the statements avoiding a simple negation.

Model: As soon as the plane lands the passengers fasten their belts.

No, I don't think that's correct (exact, logical).

The passengers are supposed to put on their seat belts minutes before the landing begins.

- No meals are usually served on long-distance flights.
- The flight is delayed because of fine weather.
- The quickest way to get to London from Helsinki is by car.
- There is no direct air service between Kyiv and Odessa.
- Passengers are allowed to smoke only when the plane is taking off or landing.
- Tickets for planes are bought only at the airport.

Exercise 9. Read the information & pick up the essential details in the form of quick notes.

Exercise 10. Analyze the information, which is in the highlight, and use it in practice.

Exercise 11. Choose the keywords that best convey the gist of the information.

Exercise 12. Make up statements using the situation below.

1. The plane you are flying on lands at Amsterdam instead of London. You ask the stewardess why. She says ...
2. The first thing you did when the plane landed was to phone your wife, mother, sister, etc. You said ...
3. Miss Brown has just entered the hall of the airport. Her plane landed ten minutes ago. She is looking for somebody. She is disappointed. You think ...
4. K. Has a ticket in his pocket for this evening's plane to London. He says ...
5. K. Is in the waiting room of the airport. His plane cannot take off because of the foggy weather. At last his flight is announced. This is what he did ...
6. "Any perfume, cameras, cigarettes, brandy to declare?" says the customs officer. You have a camera and a watch. You say ...
7. The passenger beside you (say) on the plane takes today's newspaper out of his bag and begins to read. You feel like reading something, too. You call for the stewardess and say ...
8. The plane has just taken off. I look through the window. The people and houses and cars on the road seem very small. I say ...

DIALOGUE «A PASSENGER SURVEY AT AN AIRPORT»

- Excuse me. Could I ask you a few questions? I'm doing a passenger survey on behalf of the Tourist Board and the airport to help plan our services. First of all, could you tell me where you're going?
- Yes, we're off to Corfu.
- What is the purpose of your visit?
- We're going on holiday. It's our first trip abroad, as a matter of fact.
- You must be very excited. How long are you staying in Corfu?
- Two weeks.
- Thank you. This is your daughter? (Yes.) Is there anyone else in the party?
- No, just the three of us.
- How did you get to the airport?
- On the train.
- We've nearly finished now. Could you tell me your occupation?
- I work part-time in a supermarket and my husband's a chef in a hotel.
- Right. Finally, would you mind telling me how old you are?
- We're both 29 and Sarah here's 6.
- Great. Thanks. Well, I hope you have a lovely holiday.
- Thank you. We'll try!

Exercise 1. Translate into English.

1. Скільки важить ваш чемодан? – Я не знаю, бо я ще не реєстрував свій багаж.
2. Нарешті я знайшов довідник. Я шукав його скрізь.
3. Всі учасники конференції повинні зареєструватися в кімнаті № 5.
4. Він добре знає англійську мову? – Так, він дуже добре говорить по-англійськи.
5. Ви коли-небудь летіли на TU-154? – Звичайно, в останній раз я літав на ньому в Прагу.
6. Я ніколи не був у Лондоні і з нетерпінням чекаю поїздки туди в травні.
7. Він багато подорожував по країні.
8. Стюардеса попросила всіх пристебнути ремені, так як літак йшов на посадку.

FLYING OUT

British Airways flight 651 for Athens leaves from gate 17 at 15.30. Will passengers with tickets please proceed to gate 17 immediately? That's gate 17 for BA Flight 651 to Athens, departing at 15.30.

A. Can you tell me the gate for the flight to New York at 12.30?

B. Do you have the flight number?

A. Yes, it's AA 215.

B. AA 215. One moment. Yes, it's Gate 51.

A. Thank you.

Passengers for SK Flight 444 to Stockholm are requested to board at Gate 14. That's Gate for Flight SK 444. Departure time will be 14.05.

A. Are there any seats on the next flight to Madrid?

B. To Madrid? That's IB 414. Yes, there are. But you'll have to hurry.

A. What time does it leave?

B. Ten past two.

A. Ten past two! Can you reserve me a seat?

B. Yes, of course. Business or economy class?

A. Business.

We regret to inform passengers on the 14.30 flight to Tokyo that their departure has been delayed. That's a delay on Flight JL519 to Tokyo, scheduled to depart at 14.30.

A. Excuse me. Is the flight to Paris boarding now?

B. Sorry, Madam. Which flight to Paris?

A. The Air France flight.

B. AF 661. Yes, it's boarding now at Gate 16. It's leaving at fifteen hundred.

A. Pardon me. What time?

B. At three o'clock.

A. That's two hours late.

B. Yes, I'm sorry about that, Madam.

Exercise 1. Play out some dialogues in different situations in class.

Exercise 2. Read the information and bear it in mind.

The International Executive Lounge Club is now operating at over 80 major international airports worldwide. The Club provides International business travellers with private surroundings at over eighty airports world-wide. Becoming a member will provide you with a space where you can relax or catch up with work before boarding your flight or when you are in transit. Members of the club are entitled to the benefits in any of our Lounges: complimentary tea and coffee; bar, snack bar and restaurant (restrictions apply to the sale of alcohol in certain countries).

In addition we provide a full range of facilities to meet the needs of business travellers: secretariat / dictating services; fax machines and photocopiers; personal computers and Internet connections; meeting rooms and small offices (subject to availability). *Other facilities include:* local and international TV; full range of newspapers and magazines; comfortable seating area; complimentary shower and toilet facilities. Members are entitled to make unlimited use of the facilities in any country.

Exercise 3. After reading the text define how to become a flight attendant.

The following text is an extract from the book *An insider's secrets to becoming a flight attendant*. It contains examples of questions currently being asked at job interviews for flight attendant and model answers. Below is a list of the questions, which have been removed from the extract. Put them in the correct space in the text. The first one has been done for you.

1. Give an example of a recent situation in which you disagreed with a co-worker and how you handled it. 2. Tell us about yourself. 3. How do you feel about having to conform to our uniform standard? 4. Why do you want to leave your current employer? 5. What do you think is the primary responsibility of a flight attendant? 6. How many days of work did you miss due to illness last year? 7. What is my name? 8. Why do you want to be a flight attendant for our airline?

1. Why do you want to be a flight attendant for our airline?

This question is often asked at a first interview with the airlines. Try to answer in terms of what you can do for the airline, rather than what the airline can do for you. You don't want to state "because of the travel benefits" or "because of all the time off."

This is also a common question during the first interview. Try to have a clear, concise statement prepared, but don't have it completely memorized so it sounds like a canned speech. You don't have to start at birth and work forward. You can use the following list as a guideline to help you. You can state your name, where you grew up, your education / training (including any languages you speak), your current job title and responsibilities, previous experience (preferably in the customer service field), volunteer work (hobbies, extracurricular activities, honours), or anything else that makes you unique.

Safety. Providing comfort and service to the passengers are secondary duties.

Conformity is very important to airlines. It's important to express complete compliance with any of their rules and regulations. *Show your maturity and ability to get along with others.* They are looking for someone who can confront an individual in a diplomatic manner and get the problem resolved.

There are no supervisors at 10,000 metres! This is a test of your listening skills. If possible, write down who is interviewing you when you are introduced. It is also a bonus to remember the information, so after the interview you can thank them. They will be impressed with your memory and your professionalism.

Don't state the negatives concerning your current job. Instead you can reiterate your strong desire to pursue a career as a flight attendant.

Attendance is a very important issue in the airline industry due to the nature of the job. They are looking for people who will provide near perfect attendance, and who can demonstrate a good attendance record in the past.

Exercise 4. Transfer the given information from the passages onto a table.

No	Activity			
	Event	Where	When	Score
1.				

DIALOGUE «COULD YOU BE A FLIGHT ATTENDANT?»

- Right, let's look at what it takes to be a stewardess.
- Well, the first thing to say is that we don't use the term stewardess – or steward, or airhostess – any more. The proper term is flight attendant.
- Of course, I'm sorry.
- I'm afraid that there's little hope for you if you're not in your twenties. Of course, some airlines will take you on, say, if you're nineteen, but practically no airline will look at you if you're over thirty. So, sort of 19 to 29 is about it.
- Companies do differ quite a bit when it comes to physical appearance. If you're under five feet two inches – that's about one metre 55 – your chances are slim, and also if you're probably excluded. You should be of average build and your height. Some of the aisles are a bit narrow and it helps if you squeeze past the drinks trolley without knocking a passenger's drink out of their hand!
- Is it the same for men and women?
- Yes, more or less. Another thing is that you're on your feet for hours at a time, walking back and forth, so you've got to be in pretty good health. You've got to have fairly good eyesight. Naturally accidents can happen so just about all companies. Insist on your being able to swim.

Another important qualification is that you have completed secondary school. I think it's true to say that a lot of companies prefer to take on people with some college education too. It helps if you have a good grasp of geography – passengers sometimes like to know what countries they're flying over, and if a flight attendant doesn't know it doesn't exactly inspire confidence! A good memory also comes in handily when you consider that, on a 747 transatlantic flight for example, there are over 28,000 items loaded on every flight – and a flight attendant has to know every one of them!

- Presumably a flight attendant also needs to know a language or two.
- Well, I'm afraid to say that airline companies based in English-speaking countries are a little bit guilty here. Some don't have any foreign language requirements at all.

English is enough, I'm afraid. However, in other countries at least one foreign language is an absolute necessity, and it's usually English.

- So let's say you've got the interview – they're interested in you. What's important now?
- First impressions are important. I think it's crucial to look smart, but there's no need to put on your most boring outfit. There's nothing wrong with wearing something fashionable – fashionable but smart. Try to come across as being friendly and confident.

Some airlines try to test your poise by asking some difficult personal questions, or by making personal remarks about your appearance or your foreign language.

They want to see how you respond to pressure. Try to remain calm and poised is the best advice I can give. Finally, I should say it's surprising how many people don't actually think about what the job involves before they apply. For some companies you have to spend up to three weeks away from home at a time! So if you've just met the man or woman of your dreams, think twice before you send off that application form!

Exercise 1. Remember that.

To lounge – lie, sit, or stand in a relaxed or lazy way; to pass (time) lazily or idly
Several students were lounging about reading papers. Lounge (lounge bar, saloon bar) – a public room in a hotel, theatre, or club in which to sit and relax; a seating area in an airport for waiting passengers – the departure lounge. In a house, a lounge is a room where people

Exercise 2. Fill in the blanks using a word from column A and B. The first one is done for you.

Business travel

A			B		
express	corporate	automatic	service	rooms	upgrade
incentive	fax	conference	check-in	machine	hall
limousine	meeting	modern	leg-room	bar	scheme
extra	mini		discount	point	

"I would certainly recommend East American Airlines if you're going to be doing a lot of travelling in the States – they like to make things easy.

For a start, they offer a free chauffeur-driven *limousine service* to take you to the airport and to pick you up the other end, and they have an _____ solely for the use of passengers in Business Class, so you only have to get there ten minutes before the flight.

What's more, you also have the chance of an _____ to First Class if there are any free seats. The planes are very comfortable – the seats have lots of _____. So you don't feel cramped, and they offer a good range of meals on the menu. On top of that there is an air miles _____, so that if you fly with them regularly, you can quickly earn enough points for a free flight. In Georgia, they have an arrangement with the eastern Traveller's Inn, which has been specially built to meet the needs of the business travellers. It's in a good area of town, and the rooms are very nice. They all have a _____ with snacks as well as drinks, and they come with a _____ so that you can get your e-mail from a portable PC, and they also have a _____ so that you can send and receive other documents. If you want to give a small presentation, you can hire one of the _____ which can hold up to twenty people, but if you're planning something big, like a product launch for example, you can hire the _____, which can seat over 1,000. It's very good value, but for regular guests they also offer a _____ of about 30%."

Exercise 3. Read the text. Describe the different means of travelling to get around the world nowadays, and how long it takes.

Gentlemen, it is now possible to go around the world in 80 days! From London to Suez by railroad and steamboat will take 7 days; from Suez to Bombay by rail, 13 days; from Bombay to Calcutta by rail, 3 days; from Calcutta to Hong Kong by steamer, 13 days; from Hong Kong to Yokohama by steamer, 6 days; from Yokohama to California by steamer, 22 days; from California to New York by rail, 7 days; and from New York back to London by steamer and rail, 9 days. Altogether, that makes 80 days!

Exercise 4. Read the text and give your thought about a stewardess job.

Many teenage girls want to be stewardesses. They think it is a lovely job. The money is very good and you can travel cheaply all over the world – when you have free time. I live in a flat with a stewardess and I know that her job is very difficult and tiring.

Ann never has time for anything; she often has to rush to the airport at five o'clock in the morning. She never knows exactly where she will be at any time. Her plans are never definite until the last minute. Every time I see her she is running with a suitcase in one hand looking at her watch.

Exercise 5. Compare different means of travel – car, train, plane, and boat. Here are some aspects to compare:

comfortable, exciting, dull, enjoyable, relaxing, fast, slow, expensive, cheap, popular, tiring

Example:

Going by train is more relaxing than going by plane. It's also much cheaper.

You can see the country so much better. You can sleep on the train and get to your destination fresh and relaxed. The food on the train is usually worse than the food on the plane. But you can take some food along. You can read a lot on the train and discuss different subjects with your fellow travellers. I believe the train is the most popular means of travel.

Exercise 6. Supply prepositions or adverbs wherever necessary.

1. Passenger piston-engine planes usually fly ___ a speed ___ 300 km ___ hour an altitude ___ 2000 m. 2. ___ Kyiv passengers can make reservations ___ seats five days ___ advance. 3. To alight means to get ___ a horse, a car, a plane, etc. 4. When does the plane ___ London take ___-? 5. As soon as the passengers had taken their seats the plane began to pick up a ___ speed. 6. It tore ___ the runway and ___ a few seconds it hopped ___ the air (it was ___ the ground) ___ two minute we lost sight ___ it ___ the clouds. 7. We flew ___ an altitude of 3000 m way ___ ___ the clouds. 8. How can one keep ___ being airsick ___ board a plane? 9. Throughout the whole ___ our flight we were fighting ___ a strong (heavy) cross wind (head wind). 10. The plane was delayed because ___ heavy contrary (head) winds. 11. Last month a friend ___ mine left ___ Berlin ___. I went ___ Borispol Airport to see him ___, but unfortunately I was late. 12. When I got the passengers had already boarded (got ___) the plane. I only saw it taxiing ___ the field. 13. They tied ___ a special tag ___ my handbag when they weighed it ___ the scales. 14. ___ the beginning of the flight, though the rocking was but slight I felt bad (airsick). I got used ___ it, however, and pretty soon began to look ___ the window enjoying the slight. 15. Have they already called ___ the plane ___ Odessa? 16. Stuffing ___ cotton-wool ___ ears is no longer a 2 "must" with passengers as all passenger planes are soundproof nowadays. 17. On getting ___ the plane you will see a door ___ the front leading ___ the pilot's cabin and one more ___ the back ___ the plane leading ___ the smoking room. 18. All modern first-class passenger planes are fitted ___ adjustable chairs. The chairs are adjustable ___ three or four positions so that the passenger might sit back or lie relaxing ___ a most comfortable way. 19. Modern passenger planes here seat ___ many ___ 350 passengers with comfort.

DIALOGUE «FLIGHT DELAYS»

- Good afternoon, Mr. Petrov. This is Blake from the Protocol Department.
- Good afternoon, Mr. Blake.
- I'd like to bring to your attention that Flight 903 by which the Russian Delegation led by the Minister of Foreign trade is due to get to London is delayed. We've just had a message that owing to a dense fog all aircraft bound for London has been diverted to Amsterdam.
- Thank you very much for letting us know. I wonder if you would be so kind as to give us a ring when you are sure of the time the plane will be arriving.
- Yes, don't you worry? I'll certainly do that. Goodbye.
- Goodbye.

Exercise 1. Read the passage and answer the question in the title.

What to do if you're scared of flying?

Fear of flying comes in many forms. According to Douglas Cord, a pilot who runs courses for sufferers, about two-thirds are claustrophobic, while 99 % say they are terrified of turbulence. "Maybe it's an English thing", he says, "but many people's biggest worry is that they'll lose their self-control and run down the aisle screaming: "I'm going to die, let me off!" But there is nothing wrong with being afraid of flying, according to psychologists.

"Flying isn't part of our natural repertoire of experiences", says Keith Stoll, a clinical psychologist. "It's no wonder that up to 30% of us are afraid. It's more surprising how people aren't afraid. Getting successfully airborne is not about suppressing fear. There are plenty of techniques to make flying less stressful", says Captain Cord. Minimizing the stress before travelling – much of which has nothing to do with flying-helps.

Always leave plenty of time the day before to pack and get a good night's sleep.

Aim to arrive at the airport well before the earliest time you think you need to be there. Divide duties clearly, so someone is responsible for the passports and tickets, someone for the children. Checking in early improves the chance of having a say in where you sit; generally, there is less turbulence in the front of the aircraft.

Leave plenty of time to relax in the lounge. Many people feel ill before the flight and don't eat, which only makes things worse on the plane. Ensure you have a light snack before you leave. And go easy on the alcohol. It does nothing for relaxation and causes dehydration. The reduced air pressure of the cabin can also make you feel sick.

Only you are on the plane, take long, deep and slow breaths from the stomach, as well as trying muscle-relaxing exercises. Start with your toes and work up to your face, tightening each group of muscles for 10 seconds and then relaxing them.

Exercise 2. What should you or should not do if you're afraid of flying?

- Try not to be frightened.
- Don't do your packing at the last moment.
- Get plenty of sleep the night before you travel.
- Don't try to get a seat at the back of the plane.
- Don't eat anything before you board the plane.
- Don't drink too much alcohol.
- Have a couple of stiff drinks to help you relax.
- Walk up and down the aisle to get some exercise.
- Breathe deeply to help yourself to relax.
- Suck a sweet (candy) during the flight.

Exercise 3 Look at the words in the box. They are all verbs and nouns. Change them into adjectives and put them into the columns below:

words ending in – *able* words ending in – *ic* words ending in – *ful*
words ending in – *y* words ending in – *ous* words ending in – *al*

Beauty, fame, noise, type, wonder, friend, panorama, enjoy, comfort, hospitality, energy, luxury, tradition, romance, help, nation, dirt, delicacy, adjust, claustrophobia, terrify, nature, light, speciality, fashion, person, vision, prefer, benefit, respond.

Exercise 4. Analyze the information, which is in the highlight, and use it in practice.

Exercise 5. Choose the keywords that best convey the gist of the information.

Exercise 6. Add some facts about Tokyo Narita.

Narita Airport is 65 km east of downtown Tokyo. The cab ride takes at least 90 minutes, but much longer at busy times of day (and it costs a small fortune).

Far cheaper than a cab is the Airport Limousine Bus, which will take you to the Tokyo City Air terminal. The Narita Express train to Tokyo Station in downtown Tokyo takes around 30 minutes. The Skyliner train to Keisei Ueno Station takes 45 minutes.

All flights from Narita leave from the same terminal. Most Japanese domestic flights leave from Haneda Airport (80km away on the other side of the city). The inter-airport bus takes at least 2 hours but it may be quicker to take the Narita Express to Tokyo Station, transfer to a suburban train there and finally transfer to the monorail at Hamamatsucho.

Exercise 7. Read the leaflet Mackenzie Airport welcomes first-time fliers. Fill in the gaps with words or phrases from the list below.

Paragraph 1 & 2	Paragraph 3	Paragraph 4	Paragraph 5
boarding card	departure lounge	announcement	baggage
check-in desks	duty – free	boarding	conveyor belt
conveyor belt	immigration officer	departure gate	customs
terminal building	passport control	departures board	escalators
hand luggage	security check	flight attendant	green channel
excess baggage	economy	ground steward	immigration control
trolleys			import duty

Welcome to Mackenzie Airport, designed to get your journey off to the right start. Whether you're flying first class, business class, or ____ class, we aim to give you efficiency and comfort. For first-time fliers, we've prepared this leaflet to help you on your way. When you arrive at the ____ you'll find plenty of ____ for your luggage.

Once inside the spacious departures concourse there are over fifty ____ where your ticket will be checked and you'll be given _____. Your luggage will be weighed and put on a ... which takes it to the plane. Please note there is a weight limit and any....

Will have to be paid for? You can keep one small bag with you and take it onto the plane as _____. You should then go through..., where an... will look at your passport, and a... to make sure you are not carrying any dangerous or illegal items.

Now you'll find yourself in the comfort of our modern air-conditioned _____. While you're waiting for your flight to be called, why not buy some cheap _____ goods - alcoholic drinks, cigarettes, perfume, electrical goods, or souvenirs?

Soon you'll hear an ____ or see on the ____ that your flight is _____. It will also tell you which... to go to. Here you'll be helped by a ____ and on the plane a ____ will direct you to your seat. Bon voyage! On your return to Mackenzie Airport we try to offer the same efficient service. After you've passed through _____, your luggage will be waiting on the moving _____ in the _____ hall. Then pass through _____. Where you should take either the _____, if you have nothing to declare, or the red channel, if you have to pay _____? Once inside the arrival concourse lifts and _____ will take you to all major transport services.

VIRGIN FREEWAY

About the Freeway Programme

As a Freeway member you can earn valuable Freeway miles when flying with Virgin Atlantic or using services of our partner companies. You can redeem your miles for flights, hotel accommodation, car hire holiday vouchers and a whole range of leisure activities, ranging from a parachuting lesson to a luxury holiday on Necker Island, Richard Branson's exclusive Caribbean island.

About the Freeway Benefits

Virgin Freeway is Virgin Atlantic's frequent flyer programme designed especially for Upper Class and Premium Economy travellers resident in the UK, US, Japan, Hong Kong, Southern Africa, and Greece. All you need do to become a member is to ask cabin staff for a Freeway enrolment form when you next fly on Virgin Atlantic, fill it in and return it to Virgin Atlantic. For your first Upper Class round trip as a Freeway member you'll earn enough miles for two Economy round trip flights from London to Europe.

- Double miles flown on all Upper Class flights.
- Enough miles for a free Economy ticket from London to Europe after each Upper Class return flight.
- Mile for mile in Economy after qualifying flights.
- Partners such as British Midland, SAS, Austrian Airlines, Air New Zealand, Avis, Forte, Texaco (UK only), American Express, Inter-Continental Hotels, Radisson SAS Hotels Worldwide, Summit International Hotels, Holiday Inn (UK only), Virgin Hotels, Le Manoir aux Quat'Saisons, Westin, Mandarin Oriental
- Travel rewards including free hotel accommodation, car rental and holiday vouchers.
- Activity rewards including tandem skydiving, hot-air ballooning & off-road driving.

Exercise 1. A travel agent is explaining what to do at the airport to a customer who has not travelled by plane before. Complete the sentences with words below.

Conveyor, departure, terminal, hand, check-in, economy, excess, boarding, passport, desk, card, class, lounge, baggage, building, control, luggage, belt, gate.

Most taxi drivers know the airport quite well, so if you tell him where you are going, he'll drop you off at the right *terminal building*. When you get inside, go to the.... and have your ticket and passport ready. As you're travelling _____, the queues can be quite long, so make sure you get there in good time. You'll be given your _____ with your seat number, and they'll weigh your bags, which will then get taken away on a _____. You can carry one item of _____. With you onto the plane, but if your cases weigh more than 20 kgs, you'll have to pay _____, which can be very expensive. Just before you go into the....., you'll have to go through _____ or a final check, and then listen out for the announcement to tell you which _____ you need to go to in order to board the plane.

Exercise 2. Analyze the information, which is in the highlight, and use it in practice.

Exercise 3. Add some information & make up a small report and give a talk in class.

Exercise 4. Read the information & pick up the essential details in the form of quick notes.

Exercise 5. A consultant is interviewing a passenger in the departure lounge at Changi Airport in Singapore. Read the passenger's replies and work out what the questions were. The first one has been done for you.

- Excuse me, sir, would you mind answering some questions about the level of service you have received at the airport?
- No, not at all. My flight doesn't leave for twenty minutes.
- Thank you. (travel / airport) How do you travel to the airport?
- I came by taxi.
- (How long / wait / check in)?
- Only five minutes or so. It was very efficient.
- (any problems / finding your way around)?
- No, I didn't have any at all – everything was very clear.
- (airline / fly)?
- With Singapore Airlines.
- (you / go)?
- I am going to Amsterdam.
- (travel / business / holiday)?
- I'm travelling on business. But I'm hoping to have a few days' holiday as well.
- (use / duty — free shop)?
- Yes, I have. I bought some whisky and some cigars.
- (other airport facilities / use)?
- None. Oh, wait a minute, I used the bank to change some money.
- (any improvements / like to see)?
- Yes, I'd love to see some signs in Dutch, but I don't suppose that's very likely.

Exercise 6. Learn the dialogue by heart and carry it on with your classmate in class. Render the contents of the dialogue in Indirect Speech in English.

Exercise 7. Pay your attention to the booking your rewards.

Make sure you book your reward at least twenty-one days, and no more than ten months, prior to departure. If you request a reward between twenty and seven days prior to departure you will incur an express handling fee of GRD 9,300 per transaction. Please remember no reward request can be accepted within seven days of departure.

If you cancel a reward ticket / voucher you can have 75% of your miles reaccredited to your Freeway account, providing you notify Virgin Freeway of any cancellations at least seven days before departure. This will incur a handling fee of GRD 9,300 per ticket / voucher. As a Freeway member you can redeem your miles to obtain a reward for anyone of your choice. You are the only one who can authorize this reward and once a third party reward is issued, it is not transferable.

Exercise 8. Translate the words and phrases with the keyword «departure».

Departure; sudden departure; hasty departure; to take / make one's departure; to hasten / delay smb.'s departure; on smb.'s departure; the departure of a train; the hour of departure; departure platform; departures from truth (the law, the general rule); new (fresh) departure; departure control office; departure clearance; departure from a schedule; departure requirements; departure time.

Exercise 9. A business customer has asked you for some information about Virgin's frequent flyer programme. Complete the dialogue using the information above, but use your own words as much as possible.

- I was talking to a colleague in the office the other day and he mentioned it might be an idea to join Freeway – do you know anything about it?
- Yes, it's an air miles scheme run by Virgin, and you collect points or air miles every time you fly, and you can use them to get free flights depending on how many air miles you've collected.
- I see, but presumably you can only get these air miles if you fly with Virgin?
- -----
- What about if I went to, say New York, for a holiday with my family? We'd probably go economy, but could I put all the air miles on my account?
- -----
- Oh, I thought there had to be a catch. So what would I get, for example, if I flew to the States on my own on business and went Upper Class?
- -----
- Ah, that sounds better. Tell me, is there any other way of getting air miles – or can you basically only get them by flying?
- -----
- OK, now what about booking. Let's say I had enough miles for a trip to Paris, could I just turn up at the airport and buy a ticket?
- -----
- I see. Just one more thing – what would happen if I wanted to, you know, give someone a flight to Paris as a present – my daughter, for example? Would it be OK for her to get a ticket even though they're my air miles?
- -----
- Yes, all right then. Have you got a form I can fill in or something?
- -----
- Thank you very much.

Exercise 10. Write short paragraph explaining what the cabin crew need to do between the time the passengers arrive on a plane and the time the first drinks are served. Use some of the linking words above and the following notes.

- Greet passengers.
- Show passengers to seats.
- Check numbers.
- Make safety announcement.
- Check: seat-belts are fastened; seats are upright, luggage in overhead lockers.
- Check that emergency exits are clear.
- Take seats for take-off.
- Make in-flight announcement.
- Serve drinks.
- Help passengers in some situations.
- Serve breakfasts, dinners or suppers.
- Sell souvenirs.

Exercise 11. Analyze the information, which is in the highlight, and use it in practice.

TRAINING FACILITY

Singapore Airlines gave a special tour to invited media guests to their training facility located in Singapore and I felt privileged to be among the group. We were able to experience the flight attendant safety training, cabin crew procedure training and the flight simulators.



The slides are not for fun. This hybrid of Boeing 777 and Airbus A380 is to teach cabin crew how to evacuate an airplane. We first entered a large room that looked almost like a playground with slides, but it was all business. This is where cabin crew learn and get re-trained on safety protocols. There were a number of different interior mock ups and the most interesting was the hybrid slide trainer. This was a unique set up with a Boeing 777 in the front and an Airbus A380 in the rear.

The aircraft is used to allow flight attendants to practice evacuating passengers and jumping down the slides themselves. Inside the mock up, the interior was made up of earth-toned seats, with half of it being wider than the other half. The emergency doors had LCD screens located in the windows to simulate what might be on the other side (ie fire, debris) and the flight crew must react accordingly.

Other mock ups in the facility allow cabin crew to practice opening emergency doors, escape from crew quarters and learn the proper operations on different aircraft.

Instructors are able to set up a number of different scenarios for flight attendant training. The larger hybrid airline cabin is able to be filled with smoke to simulate an emergency situation. There is a control panel that lets the instructor set up a scenario and the flight attendants must react accordingly. I was hoping to have an opportunity to take a slide down, but decided on the stairs instead.



The water is calm in this photo, but during training, instructors can make waves in the Singapore Airlines training pool. After coming down the stairs, we went into the pool training facility, where flight crew are required to practice jumping into the water with their uniforms. The pool is able to simulate waves and rough conditions, providing an additional challenge for the new trainees. Much like the slide trainer, the interior has a full cabin set up, giving as much realism as possible to an actual water landing event.

Singapore Airline's Airbus A380 flight simulator has a Star Trek like command chair for the instructor to create almost any scenario possible.

The training facility also operates seven aircraft simulators that cost between \$12mIn and \$30 mln. Singapore Airlines leases time on the simulators for other airlines as well, except the Airbus A380 since they need all the time on it as possible.

The A380 simulator is unsurprisingly big and although it is a massive beast – she flies like a champ. The simulators have full motion giving pilots realistic g-forces during landing, take off and maneuvers. Instructors are able to sit in a command seat behind the pilot and co-pilot to create dangerous situations at airports around the globe.

Before pilots take a spin on the larger simulator, they are able to practice the proper procedures on a much more simplistic (and cheaper) Flight Training Device.

New Singapore Girls learn how to work the economy section at the training facility. Even though safety is the most important aspect of a flight attendants job, a large portion of the facility is set up to teach flight attendants how to take care of their customers. Down a long hallway, there are multiple mock-ups to let new employees learn customer service for economy, business and first class passengers. Interestingly, part of their training includes greeting facility guests with a warm welcome. It is quite impressive to walk by a group of 25+ new flight attendants and have them all welcome you to the training center.



Looks and proper grooming is important to Singapore Airlines. This room, new hires learn how to look professional during long flights in a low-humidity environment.

First impressions are important and Singapore Airlines makes sure their entire flight crew look professional. Even though the male crew won't be wearing any make-up, they still go through the full training to learn how to keep their skin from getting too dry and how to assist their female co-workers. There is a classroom dedicated to make-up and scents training and another for flight attendants to practice walking properly.

Singapore Airlines is known for their high-end service and it takes quite a bit of work to accomplish. Besides basic training, flight crew are required to return for additional and advanced training. Even though the facility might look like fun and games, everything done there is for either customer service or safety. Both are very important aspects to running a successful airline and it seems to be working quite well for Singapore Airlines.

Exercise 1. Read the text and explain your attitude to the jet sets.

Just thinking about being a member of the cabin crew should be enough to put you off. The scene is just after take-off – you're working in a space not much bigger than a caravan and have hundreds of meals to serve. Babies are screaming, nervous flyers are calling for your attention, and a couple of the passengers who have had too much to drink are already being aggressive. On top of that, you have disgruntled non-smokers in the smoking section who are demanding to be re-seated.

That's what it's like on a good day, and it can get a lot worse. Despite security improvements, there is still the possibility of being hijacked or having a bomb on board, and there is a constant risk of a crash. Even so, there is no shortage of people who want what many people think of as one of the most glamorous jobs in the travel industry.

After all, even if there is a downside, you get the chance to see the world and someone else will pick up the bill. You stay in great hotels, never see the inside of an office, and think nothing of spending the weekend in Australia. Given that the job has its attractions, what are the airlines looking for? Most people still believe that you need the face and figure of a model, but the airlines say this is not the case.

Certainly there are some requirements – you need to be between 19 and 35, and to be at least 1m 57 tall. You'll need to look smart and to be prepared to conform to the airline's dress code, which is usually conservative. Apart from that, you'll need to convince them that you will be able to perform the major role of a cabin crewmember, which is to look after the safety needs of the passengers.

That means staying calm in a crisis & being able to manage difficult situation before they get out of hand. You don't need a university degree, but knowledge of languages is obviously useful. It helps if you are reasonably numerate & you'll need to be able to swim.

If you do get through the interview, you'll be sent on a training course, which will last for a month or perhaps a couple of weeks longer, and your first job might bring you about £ 12,000. Job satisfaction will depend on what kind of airline you are working for. If you're going backwards and forwards on charter flights, you may just spend most of your time inside the plane or a terminal building.

Long haul flights are more fun. You'll have the chance to have longer breaks of three or four days at a time at more exotic destinations. Of course it will play havoc with your social life, but as you sun yourself on a sandy Caribbean beach while everyone else you know is battling through the rush hour in the rain and snow, you'll probably find that you won't mind too much.

Exercise 2. Read the text *Twa* have the answers & explain what *White Coats* means.

We listened to travellers' questions at the airport and came up with an answer; in fact we came up with lots of answers – the TWA *White Coats*.

White Coats are a team of young men and women at our Heathrow and JFK terminals – all available to help with your problems.

So the next time you're waiting for one of our six daily flights to the USA and your passport disappears or your colleague needs some elastic in a hurry, speak to the person in the white jacket with a red carnation in the buttonhole.

Exercise 3. Analyze the information, which is in the highlight, and use it in practice.

Exercise 4. Add some information & make up a small report and give a talk in class.

Exercise 5. Complete the dialogue between the travel agent and a client below.

- Are there any direct flights to Nairobi on the 21st?
- No, there aren't. The only direct flight leaves on the 22nd & gets in at 06.55 on the 23rd.
- I see. Who's that with

▪ That would be OK. Presumably they have seats in Business Class?

▪ I'd rather go Business Class on a long flight like that, and anyway we'd arrive a day late. What is the next option?

▪ So that would involve two changes. How much time would we have at Schipol?

▪ And what about in Jeddah?

▪ That's quite a long time to be sitting in the airport. Anyway, are these seats available in Business Class on all the flights?

▪ I'm not sure it would be worth the extra cost. Are there any other option?

▪ That's a bit better. Sorry, when did you say it left Heathrow?

▪ And what about the arrival time compared to the flight via Jeddah?

▪ Ok, that sounds the best option. I'll get in touch with my colleague and call you back.

Exercise 6. In pairs, discuss whether you would expect a tourist or traveller to be covered for the following situations.

What compensation would they be entitled to?

1. Their suitcase wasn't at the airport when they arrived at their holiday destination. It turned up two days later. 2. Someone stole his or her passport and wallet on the beach. 3. They had a bad attack of flu and had to stay in their hotel room for two days. 4. Their car broke down on the way to the airport and they missed their flight. 5. The alarm clock didn't go off and they overslept and missed the flight. 6. They broke a leg and had to go to hospital. 7. They weren't able to travel home for a week later than planned. 8. They had to cancel the holiday at the last minute because they discovered their best friend was getting married at the same time. 9. Because of bad weather the flight was held up for twelve hours. 10. They were involved in a serious road accident. 11. The hire car they were driving and the car they crashed into were both written off. 12. One of the parties was also permanently injured and unable to work again. 13. They had to cancel the holiday at the last minute because one of the parties had an accident.

- Have you ever taken out a travel insurance policy?
- If so, have you ever had to make a claim?
- What items will you expect to be covered on a typical travel insurance policy?
- Does any insurance policy differ in various countries?

Exercise 7. Read the information & pick up the essential details in the form of quick notes.

TRAVEL AGENCY LETTERS

Travel agents use a number of standard letters when dealing with clients' reservations and ticketing arrangements. Below are twelve paragraphs, which come from three different standard letters (four from each). Decide which paragraph is from which letter and then put them in the right order.

A confirmation of a travel booking.

An accompanying letter sent out with travel documents (offering other services).

An acknowledgement of a complaining letter.

- Passport and visas in order? Just a final reminder for you to check that your passports and visas are valid.
- I am investigating the points raised in your letter & will reply to you as soon as possible.
- I am delighted to enclose the travel documentation for your holiday, and as your holiday approaches could I just remind you of some of the services we are able to offer you?
- I am pleased to confirm your forthcoming travel arrangements with Airtours to Fuerteventura, commencing on 20 April.
- If you have any questions relating to your travel arrangements please do not hesitate to call in and see me, or telephone me on.
- Are you driving to the airport? If so, and you need airport car parking or an overnight hotel, let us book it for you. We can provide these services at competitive rates.
- Thank you once again for writing to me.
- Please find enclosed a receipt, recording your payments, and providing you with current details of your travel arrangements and their costs.
- Thanks for your recent letter, the comments of which are receiving my attention.
- Your final balance payment is due on or before 31 March. This may be paid by credit cards, cash, or cheques made payable to JBC Travel. As explained at the time of booking your holiday a service charge will be levied for all credit card transactions.
- I am extremely sorry that not all the arrangements made on your behalf ran smoothly. Please accept my sincere apologies.
- Have you bought your holiday money? If not, there are two ways in which we can help you. You can either order your money by ringing us on ... and we will prepare the order for you to collect on a date convenient to you, or simply call in and buy your money in the shop. Whatever your preference we do recommend you take a combination of traveller's cheques and currency. All major foreign currencies are instantly available – others just take a day or two longer.

Exercise 1. The advantages and disadvantages of travelling: by plane, train, car.

When travelling over land there are three main ways of doing so, a flight, a train ride, or driving yourself. I guess you could walk or run but, I'm talking about cross country travel. There are expensive and inexpensive ways of travel, some fast, some slow, most fun, others boring. Out of these three ways you must decide how you want to go based on your budget, time, and the quality of travel. In all, I would have to say I would rather spend a little extra and travel by plane. I like the fact it's going to get me to my destination faster than other ways of travelling. It will also be relaxing in the upper two classes of seating. I think my main purpose for choosing a flight is time. I'm always in a rush, I don't know why, I just am.

GETTING AROUND IN THE USA

Americans travel by air in much the same way as Europeans and the Japanese travel by train. There are, in fact, not many railroad stations left in the USA, although the track is still being used, since most of America's freight is still carried by train.

As for passengers, there is a vast network of airlines and airports in easy reach of almost every American town. Airports, now the travel centres of the USA, are comfortable, hospitable places, with coffee shops and bars and spotlessly clean restrooms.

Flying in America is less expensive than in many countries, because the Federal Government subsidizes airfares. Yet the different airlines are not state-owned and compete with one another for passengers. United, which does not go outside the USA except to Canada or Mexico, is the largest commercial airline in the western world.

The airline network is completed by other big companies – Eastern, Western, National, American, Delta, and many smaller lines. Every airline has the same little ritual. At every stop three chief steward or stewardess thanks the alighting passengers warmly for their patronage, and hopes that they will fly with the same airline again.

Meanwhile, the National Railroad Corporation, known as Amtrak (American Travel Track) is trying hard to win back passengers from the airlines, particularly over shorter distances. British Rail, the SNCF (French Railways), and Japanese Railways have won back custom from the internal airlines with trains which run at average speeds of between 80 and 100 m.p.h. Amtrak now have inter-city trains called Metroliners which run between New York and Boston, Montreal, Washington and Philadelphia.

They are luxurious and speedy trains, but have not really caught on, because they hardly ever arrive on time. Only one long-distance train of the glamorous past is left.

The Zephyr still runs between San Francisco and Chicago, where there are connections with New York. A train leaves once a day in each direction.

The aluminium cars are 40 years old, but do not look at all old-fashioned. The interior of the cars has been pleasantly redecorated, but the track has not been modernized and the train bumps and clatters, and rolls and plunges like a ship at sea.

A few Americans living on the Great Plains use the train to travel short journeys, but most Americans call a journey on the Zephyr a "fun trip." Amtrak cannot be called efficient.

However, millions of urban Americans commute by train. Grand Central Station and Penn Station, New York, are crowded during the rush hours.

Most of the Commuter Corporations are privately owned, but have to use Amtrak track. Those who cannot afford either train or plane take the Greyhound bus. No transport system in the world carries so many passengers by night or by day. Drivers are highly paid and have a wonderful safety record. The buses go almost anywhere in the United States.

Europeans tend to love their cars. But Americans, by and large, treat their cars merely as vehicles which are essential to their lives – to take them to work, to shopping plazas two or three miles out of town, to picnics or to visit friends. Except when they take a vacation, they rarely drive long distances. There are thousands of miles of freeways, expressways and turnpikes (where motorists pay), yet rapid journeys are not possible unless the driver is prepared to risk a heavy fine, for there is a speed limit of 55 m.p.h. Most Americans observe the speed limit. They are courteous, careful drivers whose accident rate is fairly low. But some vehicles, especially trucks, have special *citizens-band* radios, which drivers use to warn other drivers that there are *smoky bears* (State Police) around.

The truck drivers give themselves code names – Texas Ranger, Donald Duck, Bald Eagle! There is another form of travel, which is widely used in the USA – the rented car.

Every city and town has at least one car rental firm. Some of them, like Hertz and Avis, are nationwide and have branches abroad as well. There are more cars per person in the USA than in any other country in the world, and more in Los Angeles than in any other city in the USA.

Our premium travel insurance plan provides

▪ Sometimes your journey may have to be cancelled for reasons beyond your control. If this happens, you are eligible to make a claim.

▪ If you have to cut short your trip because of injury or illness, we'll repay a proportionate amount of your prepaid expenses.

▪ If an accident permanently prevents you from working or results in you losing an eye or a limb you will be paid £ 40,000. Should you die as a result of an accident your beneficiaries will be paid £ 25,000. These benefits are reduced if you are under 16 years of age.

▪ Our Premium Travel Insurance Plan covers medical costs and certain other expenses that may be incurred outside the UK.

▪ If you are sick or injured and have to spend time in hospital or confined to your hotel bed, you'll receive a payment for every complete day.

▪ We provide cover for any loss of personal property. There is a maximum payment for single articles and a maximum value for valuables and photographic equipment.

Please ensure that this is sufficient for your needs.

▪ Loss of personal money, traveller's cheques, and travel tickets are covered under this section.

▪ You can claim for expenses incurred in obtaining a replacement passport.

▪ You are covered for legal liability for accidental injury to a third party or accidental damage to their property by an indemnity of up to £ 2,5 million.

▪ If your luggage is mislaid, we'll pay up to £100 for emergency purchases and compensation for the inconvenience.

▪ If your aircraft or boat is delayed for more than 12 hours, a compensation payment will automatically be made.

▪ If you cannot reach your international point of departure in time, due to public transport failure, an accident, or mechanical failure involving the car you're travelling in, up to £ 1,200 will be paid to help you reach your scheduled destination.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Choose the keywords that best convey the gist of the information.

Exercise 3. You are going to read a leaflet giving brief details of a travel insurance scheme.

Match the headings with the paragraphs in the text.

a. curtailment

b. delayed baggage

c. loss of deposit or

d. loss of passport

e. medical and other expenses

f. cancellation

g. medical inconvenience

h. missed departure

i. personal accident

j. benefit

k. personal baggage

l. personal liability

m. personal money

n. travel delay

Exercise 4. A participant on a cabin crew training course has been asked to repeat the safety procedure for passengers during an emergency landing at sea. Read the passage and choose the best word or phrase from the option a-c. The first one has been done for you.

First of all (1) ____ you have to make an announcement explaining that there will be an emergency landing, and (2) ____ afterwards you need to keep the passengers calm, because you want to avoid panic. (3) ____ as this, you make sure that they put out any cigarettes and get into the emergency landing position, with their heads down. (4) ____ before landing is for the members of the crew to get into the emergency landing position as well. (5) ____ the plane has landed, you open the emergency doors, let down the escape chute and send down a member of the cabin crew to inflate the life-raft. (6) ____ you begin to evacuate the passengers, making sure that they have removed high-heeled shoes and have put on their life-jackets (7) _____. You tell them to go down the chute and to inflate their life-jackets (8) _____, and to head for the life-raft. (9) _____ is to check that all the passengers have escaped and (10) _____.you leave the plane yourself.

▪ a. beforehand	▪ b. first of all	▪ c. previously
▪ immediately	▪ previously	▪ finally
▪ simultaneously	▪ at the same time	▪ while
▪ finally	▪ the last stage	▪ prior to this
▪ on	▪ as soon as	▪ soon
▪ previously	▪ then	▪ after
▪ immediately afterwards	▪ simultaneously	▪ beforehand
▪ while	▪ simultaneously	▪ previously
▪ next	▪ the last stage	▪ immediately afterwards
▪ finally	▪ prior to this	▪ beforehand

Exercise 5. Read about the advantages and disadvantages of travelling by plane.

The vast majority of gap years incorporate at least some travel overseas, and the wonders of modern technology mean that boarding a plane is more than likely on any international gap year itinerary. To make sure that your flights are fantastic, read through these top tips for travelling by plane. For everyone's safety, it is imperative that all passengers follow both their airline's regulations as well as the Department for Transport's safety regulations regarding luggage, hand luggage and passenger behaviour.

Before you select an airline with which to travel, investigate not only their safety record and reputation, but personal recommendations from former gappers. If you are satisfied with the safety of your carrier, ensure your personal safety while travelling by plane by asking your GP if there is any reason you should not fly, reading the safety card offered in all seat pockets and by observing the safety film. Other ways to ensure your safety whilst on a flight include; identifying the emergency exit nearest to your seat, keeping your passport and wallet/purse on your person and by putting your travel documents and valuables in your daypack at your seat.

Always remember to stow all hand baggage firmly in the overhead bins or under the seat in front of you and consume only non-caffeinated, non-alcoholic drinks and nutritious snacks during your flight.

HOW TO TRAVEL THROUGH EUROPE

So you've graduated from high school/college, or you have retired and you have some money stashed away and plenty of free time on your hands. It's time to see the world. Seeing Europe is something that many people dream about but never actually do.

Though it may seem intimidating, planning a *Eurotrip* is relatively easy, especially with modern technology and all of the travel guides we have today.

Europe is one of the most common trip destinations for many people and for good reason: the breadth and volume of art, culture, and perhaps most importantly other travellers is second to none. Here are some tips on how to have a stress-free, trouble-free time while visiting the great continent. Commit to your decision and start saving money right away. You won't have an exact budget yet, but airfare alone will probably be in the range of \$500 to \$1000 if you live in the U.S.

Get there by boat or plane. Cheap flights from the United States to London are far cheaper than any other European destination. If purchased well in advance and during the off-season, flights to London can cost less than \$500 round trip!

Get a passport if you don't already have one!

Decide where you want to go. This is the hardest part of the planning process. Most people have a limited amount of time to travel, so focusing on your top desires is key.

Make a "must-see" list – this can be cities, countries, specific monuments, open-air markets, whatever! Arrange them in a top-ten list.

Map out the most reasonable travel plan. Using Google Maps, plot all of your desired locations on a map and figure out a route.

Figure out how much time you want to spend in each place. This may depend on your budget, but for now list the minimum number of days it would take to really see your destinations. One day in a major capital like Madrid or Paris would be a shame.

Don't make your travel plans too rigid. You will want the ability to take an extra day or follow your new friends to a destination you hadn't previously thought of.

Remember that everything takes longer than you expect so ease up on "seeing it all" and add a buffer, extra experience day into your itinerary! Ideal is 2-3 nights (1-2 sightseeing days) depending on destination & personal interests. Use travel days to see sights en-route.

Get your budget in order.

- Add up the price of your, flight, Eurail/Interail Pass or whatever transportation you have decided upon, your food and lodging, and the prices of your main attractions (most of which can be found online).

- Bring an ATM card instead of money. Use it at banks to withdraw cash. On each trip, withdraw enough cash for a few days.

- Keep most of your cash in a money-belt, and wear it underneath your clothes, but keep a little cash in a pocket so you have fast access to it. Pickpockets are everywhere. It's advisable to bring a second ATM card or credit card in case one is stolen. Some banks sell re-chargeable Visa Cards (be aware that Credit Cards used in Europe will charge 2%-4% transaction fees. The exchange rate on transactions should run at the BBR (Bankers Buying Rate) plus percentages – but who has the time to check? **Cash** is king.

- Bring enough cash to last you until your first trip to a bank.



Pack light.

- Under-pack. A collapsible umbrella not a rain-coat or hat. Opera Spy Glass not binoculars. Walking shoes not pretty shoes. Use hotel soap/shampoo to wash out socks and under garments. Less is more.
- Remember, you will be carrying your duffel bag (backpack, suitcase) for miles every time you travel, so make it as light as possible. Also you will want to leave room for souvenirs to bring home. All major hostels have laundromats nearby.
- Search travel packing lists on the web and adjust according to where you're going. Remember that you can always buy stuff when you get there...Europe has thin towels that are great for travelling, and toiletries are pretty much the same there as anywhere else! Above all, get a good backpack and make sure it's comfortable.

Decide where to stay.

- Make a Reservation for your first one or two nights and your last night (if possible) accommodations before you leave home.
- Begin to search for accommodation in the cities you'll be visiting. You could just book Hotels, but if you're on a tight budget (like most), staying in hostels is your best bet.



- Review the ratings (there are tons of hostel booking sites, including specialty hostels for students, female, senior, etc.) and use common sense, you will be fine! Hostels usually run a little under 20-40 euros a night. They are usually the safest, friendliest, most social and best located options available to you. Often times they have pubs and meeting places located on the premises. They book up fast, so reserve well in advance. Another option is *couch surfing*, which basically means staying at someone's home. Again, it seems sketchy, but there are verification processes, reviews, and you have your common sense! Not only is it free, it is a wonderful way to experience the city you're staying in; many hosts are willing to show you around and take you to the non-touristy parts.

- Make allowances for travel fatigue which is very common and very real. If you pack your travel schedule too tight, you will spend more money on a daily basis and have less time to enjoy each place.

- Arrive at your next over-night before dark. Vary your touristic experiences from location to location (museum, market, play, boat-trip, *local* dining, bus, tram, bike, ferry).

- Ask your host (hotel, hostel) to make a reservation at your next destination – they usually oblige without charge. **Stop** for lunch and later for coffee or beverage along the way no matter where you are to soak up that location's uniqueness.

Choose a mode of travel.

- Consider the advantages and disadvantages of each mode of travel.

- Travel by rail (also known as the train). This goes for the majority of Europe, though buses are used in smaller towns.

- Trains can be slow compared to planes, until you factor in airline check-in time, and trains are good for shorter distances (less than 200 miles). However, it gives you more of a chance to see the scenery.

- The Eurail/Interail Pass is something you can alter its terms to fit your trip.

Most of the time a 30 day pass even includes small, local trains. The best part about the Eurail Pass is that you pretty much pay all of your transportation expenses up front – it's something less to worry about while travelling.

- It may be cheaper just to buy the train tickets. European Rail Companies have websites that offer special one-way off peak tickets. Some are "domestic" and some "international".

- Fly. Take advantage of amazingly cheap flights (often 30 to 40 euros) between all of Europe's major cities. For long distances you can save time and money by traveling with one of Europe's many budget airlines (some charge for baggage).

- Rent a Car (age restrictions). Cars allow you to take the long and scenic route, stop in local villages and eateries, picnic, photo stops and carry your luggage for you and get you to less expensive accommodations.

- A number of Major Car Rental Companies allow free one-way rental, without drop-off charges within certain countries (example: Pick-up Berlin – drop Munich).

Most Car Rental Companies allow you to take cars into adjoining countries. Portable GPS systems can be down-loaded with European Maps to make finding destinations (in English) easy.

- Driving is very similar to the USA & Canada (except UK and Ireland where they drive on the left!).

- If you arrive and stay in a large city on arrival it is recommended you pick-up your car on departure of that city. By picking up cars IN the city (Train stations normally carry surcharges as do Airports) you will save money (dropping off at Airports does not cost extra and is **very** convenient) and the hassle of city parking is avoided.

- Pick up car with 24-hour rental periods in mind. If only large cities are on your itinerary car rentals are **not** recommended. Public transport is the **key** in large cities.

- Take local and long distance coaches/buses. Or use a combination of any or all of these options.

- Ferry.

- Bring extra batteries/memory for your camera, and figure out how to charge it...you may need an adapter (just go to an electronics store and ask). Some trains have outlets either near the seats or in the bathroom.

- If you are a student, fewer than 26, or a senior, take advantage of discounts! If you are a student, make sure you bring a school ID.

- Make friends with the locals. Europe has a highly social culture and you will find that all of them are warm, enthusiastic and more than willing to be your friend and show you around. You may remember the sights, but you will never forget the friends you make.

- Know the exchange rate *but realize that it is the experience* not the price that counts. You have spent good money to get here; remember to have a good time.

- Buy a guide. Try to stick to the more opinionated ones with fewer options.

- You'll be dealing with different languages, so learning a few phrases or picking up a slim phrase book wouldn't hurt, especially if you're visiting more out-of-the-way spots. If you learn how to say *hello, goodbye, please, thank you, I want the... and how much does this cost?* you will make a lot of people happy. They will be gratified that you have made the effort.

- Read up on all different parts of Europe that you may want to visit. Besides all of the major destinations, take a serious look at Portugal, southern Italy, Greece, Eastern Europe, and Scandinavia. These great travel destinations are often overlooked, but there may be something there that strikes your fancy.

- Eat the local food. Try something you've never had before. It is truly a crime to go to Italy, France or Austria and have all of your meals at McDonald's.

- The International Student Insurance Card (ISIC) offers travel insurance, discounts all over the world, and a cheap calling card, all for around \$22!

- Leave a photo-copy of your Passport with someone you can contact at ANY time in case you lose yours or it is stolen. Carry a copy of your Passport somewhere in your luggage but not with your passport. Incidentally making copies of your USA passport is illegal.

Active vocabulary

Common trip destinations, tips, to have a stress-free, trouble-free time, budget, to purchase, well in advance, the planning process, to map out, desired locations, to spend in, extra experience day, personal interests, transportation, under-pack, laundromats, duffel bag, accommodation, to experience.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

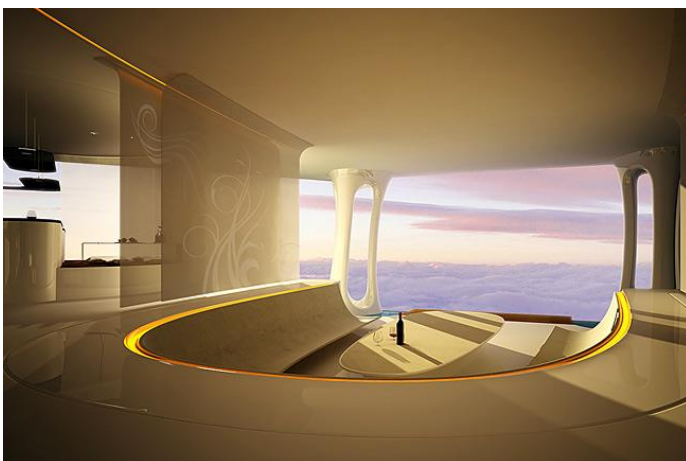
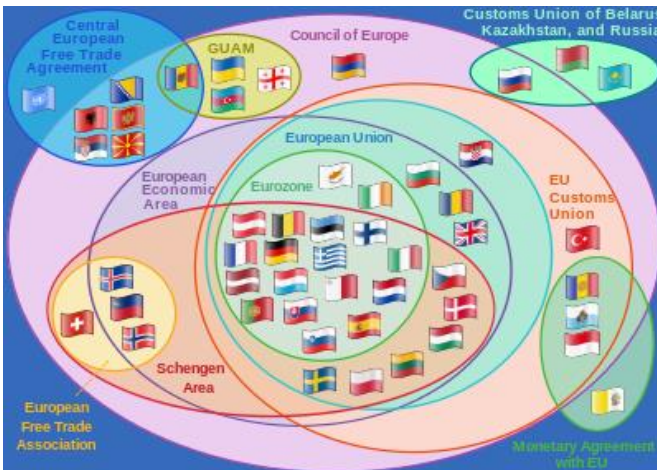
Exercise 2. Choose the keywords that best convey the gist of the information.

Exercise 3. Convert the direct questions into indirect questions.

1. What's the time? 2. When is the next flight to Amsterdam? 3. Is this your suitcase? 4. When does the flight from Istanbul arrive? 5. How many times a year do you fly? 6. Have you got any seats on the ten o'clock flight? 7. Why are there no flights on Sundays? 8. Have you got anything to declare?

Exercise 4. Explain the warnings.

- When you travel, you represent your country and you are also a guest in a foreign country, so make sure you're polite!
- Pickpockets prey specifically on tourists. Don't carry too much cash (your ATM card will work all over Europe) and be street smart.
- Remember, some planning is essential, but too much planning can ruin a trip.
- Make concrete plans only for the things you must see, but leave the rest of the time to wander.
- *Lock up valuables.* Never leave cash, passports cameras, i-pods, laptops in Hotel/Hostel rooms.
- Make sure you have all important documents, know how to get money when you need it, and have a way of contacting someone back home if you need to (phone cards are decent, and most cities have cheap internet cafes).
- Remember that Europe is not a country, but a continent. Europeans aren't particularly excited about being referred to as *Europeans*. Instead, refer to them as *Germans* when they are from Germany, 'Swedes' when they are from Sweden, etc.





AIRCUISE

Towering, kite-shaped airships could herald a new era of luxury transport following today's introduction of the Aircruise concept. Standing 98ft taller than Canary Wharf, packing 330,000 cubic metres of hydrogen gas and capable of lifting 396 tonnes, the Aircruise concept features penthouse apartments, bars and even dizzying glass viewing floors. Aircruise was created as the antithesis of a hurried, crowded passenger jet.

London-based design and innovation company Seymourpowell wanted to rethink transport – on the premise *slow is the new fast*. It could ferry 100 people from London to New York in a leisurely 37 hours as opposed to the seven it takes now by airplane.

Silent and pollution free, the Aircruise combines solar power with a primary hydrogen drive for a cruising speed of around 90mph. It can fly up to a maximum of 12,000ft but if there are specific areas of interest en route it can drop down to a few hundred feet. Seymourpowell design director Nick Talbot said: "The Aircruise concept questions whether the future of luxury travel should be based around space-constrained, resource-hungry, and all too often stressful airline travel." He said the Aircruise straddles the line between a cruise ship and a floating hotel.

Mr. Talbot explained: "In a world where speed is an almost universal obsession, the idea of making a leisurely journey in comfort is a welcome contrast". Airships had their heyday in the 1930s with the famous German zeppelins. However, new technology has made them increasingly attractive from an environmental standpoint.

Theoretically, it could ferry 100 people from London to New York in a leisurely 37 hours or from Los Angeles to Shanghai in just under four days.

Seymourpowell's early Aircruise designs attracted the attention of Korean giant Samsung Construction and Trading (C&T) – the primary contractor of the tallest man-made structure the Burj Khalifa in Dubai – who commissioned Seymourpowell to produce a detailed computer animation. Seung Min Kim, design director at Samsung, said: "This was a dream concept project for us, helping to realise a future of sustainable buildings combined with innovative and luxury lifestyle.

"In an age when environmental impact is a key consideration for architecture, we are keen to extend this vision of the future by searching for solutions that can be realised by 2015 – the year that many futurologists foresee as the turning point for the future".

Technological advances mean lightweight, semi-flexible structures can now be built on a big scale. Although large, this is nevertheless a semi-rigid ship, the main structure consisting of 8 vertical, composite lattices supporting 4 main flexible envelopes, which contain 330,000 m³ of hydrogen gas.

Lower decks are "hung" off these primary supports. Each of the four external envelopes contains modular self-sealing lifting bags, minimising the incidence of bag rupture and ensuring safe flight even with a major external skin rupture.

Hydrogen, the lightest gas, is used as the lifting gas, and is capable of lifting around 1.2 kg per m³ of volume. Large Polymer Electrolyte Membrane (PEM) hydrogen fuel cells will provide on board power and some drinking water.

These fuel cells are the type typically used in cars. A PEM fuel cell uses hydrogen fuel and oxygen from the air to produce electricity.

Exercise 1. Read the information & pick up the essential details in the form of quick notes.

HOW THE BALLOON WORKS

Hot air balloons are an ingenious application of basic scientific principles. Here we will show exactly how the balloon works, what makes it rise and fall and how a pilot is able to manoeuvre it when it is in the air. The basis of how the balloon works is that warmer air rises in cooler air. This is because hot air is lighter than cool air as it has less mass per unit of volume. Mass can be defined by the measure of how much matter something contains.

The actual balloon (called an envelope) has to be as large as it takes such a large amount of heated air to lift it off the ground. For example, to lift 1000 pounds worth of weight you would need almost 65,000 cubic feet of heated air! To help keep the balloon in the air and rising, hot air needs to be propelled upwards into the envelope using the burner. A hot air balloon is made up of 3 main parts:

The Envelope – The actual fabric balloon which holds the air.

The Burner – The unit which propels the heat up inside the envelope.

The Basket – Where the passengers and pilot stand

The burner uses propane gas to heat up the air in the envelope to move the balloon off the ground and into the air. The pilot must keep firing the burner at regular intervals throughout the flight to ensure that the balloon continues to be stable.

Naturally, the hot air will not escape from the hole at the very bottom of the envelope as firstly, hot air rises and secondly, the buoyancy keeps it moving up.

The controls for piloting a balloon are actually extremely simple.

To move the balloon upwards – the pilot opens up the propane valve which lets the propane flow to the burner which in turn fires the flame up into the envelope.

Works in much the same way as a gas grill, the more you open the valve, the bigger the flame to heat the air, the faster the balloon rises.

To move the balloon downwards – the "Parachute Valve" at the very top of the balloon is what is used to bring the balloon down towards the ground. It is essentially a circle of fabric cut out of the top of the envelope which is controlled by a long chord which runs down through the middle of the envelope to the basket.

If the pilot wants to bring the balloon down he simply pulls on the chord which will open the valve, letting hot air escape, decreasing the inner air temperature.

This cooling of air causes the balloon to slow its ascent. So essentially this takes care of the up and down movement, so how does the balloon move from place to place?

Again the answer is very simple, the pilot can manoeuvre horizontally by changing the vertical position of the balloon because the wind blows in different directions at different altitudes. If the pilot wants to move in a particular direction they simply ascend and descend to the appropriate level and ride with the wind.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Transfer the given information from the passages onto a table.

No	Activity			
	Event	Where	When	Score
1.				



Exercise 1. Give a short analysis about the advantages and disadvantages of travelling by plane. Analyze the information and give your point of view to it.

Travelling the world by plane & Jet Lag

Advantages: Flying is fun!

Disadvantages: Jet lag can be a drag

Travelling by plane through different time zones can be a little uncomfortable due to jet lag; in fact it can be very uncomfortable, because jet lag is a sleep disorder that affects people who travel long distances around the globe. If you were to fly from the east coast of the US to England you would arrive in England 5 hours later than it is in the US at that very moment in time.

Travelling with kids under 3

Advantages: Prepare

Disadvantages: ears

Bringing a child under three years old on an air plane is a difficult task. Here are some things I do with my daughter on a trip to grandmas. First food!!! I am sure to bring easy to open, easy to hold snacks, non messy snacks. Animal crackers, small bags of cookies, fruit snacks are all good items. (Be sure to bring age appropriate snacks not necessary these examples) For drinks I suggest bringing a sippy cup or closed lid cup just in case!

Tips for travelling by plane

Advantages: read my reviews

Disadvantages: read my reviews

The recording of flights is whether it is necessary to examine luggage, you must be at least 30 minutes before the flight. It was not entitled to check the baggage once in 30-minute mark. Most non-US, the airports charge of spending to pay before they leave the country. This fee is between \$ 5 and \$ 50 and is payable at the airport when they their host country. Please contact an airport or her guest, whether it is a tax on the airport.

Aerobics in the Plane

Advantages: 100% relax

Disadvantages: nothing

When you're sitting upright in a stationary position for a long time your body can stiffen up. Try some of these subtle aerobic exercises while in your seat to try and loosen up. Ready? – foots pumps: Lift toes off the ground, hold, stretch, then put toes down and lift heels. – Knee lifts: Lift leg with knee bent, contract thigh muscle, 20 times each leg. – Ankle circles: Lift foot off floor; draw a circle toe for 15 secs.reverse.

Advantages: Worry free travel tips

Disadvantages: None

is when you are travelling by plane. Usually commercial airlines require passengers to check in 2 hours before the departure time. When you are checking in baggage's make sure that you don't exceed the required allowable limit for you of course not to pay the excess baggage. Make sure that you travel lightly to avoid hassles. Philippine commercial air lines charges 100Php per excess baggage or around more or less 2 dollars.

Advantages: good info

Disadvantages: –

Healthy air travel tips. Most people are not problematic at the time of travel with the aircraft or air travel, but would more comfortable and safe for you to make air travel a safe and convenient and it may do for you. Here are some tips to make air travel or travel with the aircraft to be more secure and comfortable. Bring enough medication is needed in your luggage bag. Ask your doctor whether you should change the dose of medicine that if ...

Advantages: Fast, good services

Disadvantages: Sometimes expensive

...your flight. The best thing of travelling by plane is that it is very fast but a little expensive. Next time that you go travel by plane do not forget my advice I am sure you will need.

Advantages: travel

Disadvantages: nothing

Two years back we had a trip to Oregon from California when my twins were just 8 months old. That trip was not that bad because they slept most of the time during the travel. We had one stop over during that particular trip.

Exercise 2. Summarise your findings on travelling by air and issue in a presentation.



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CHAPTER IV. TRAVELLING BY SEA

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INTRODUCTION

Sea travel reached its highest level of speed and luxury in the passenger liners that offered regular services across the oceans. These liners took a long time to develop, but were killed off in just a few years by air travel. The growth of air travel meant a decline in the number of passengers making liner voyages. The answer was to send the ships cruising. Their splendid accommodation, excellent service and fine cuisine would appeal to passengers going to sea just for pleasure.

For many, a ferry crossing is their first, and perhaps their only, experience of going to sea. Like passenger liners, ferries were transformed by steam. Unlike liners, they have survived and grown bigger and faster than ever. Almost all people like to travel. When you have got holidays you can travel by car, by train, by plane and by sea.

I like to travel by sea best of all. Some years ago we took a cruise along the Black Sea coast on board the liner *Russia*. We came to Sochi by train. Then we went to the seaport and saw our ship. It was big. We liked it very much. I remember the ship and our cabin. Our cabin was comfortable. It had got two berths, a table, two chairs and one wide window and the warm wind was blowing through it.

There was fresh air in our cabin during the entire voyage. We had breakfast, dinner and supper on board the ship. When it was time to have meals we went to the restaurant.

The weather was fine. After breakfast we spent a lot of time on the deck sitting in deck chairs or standing at the rail, watching the ships, passing not far from our ship. It was pleasant to watch the waves too. I remember the sunrise and the sunset well. It was unforgettable. In the afternoon I took a sunshade because the sun was shining brightly.

It was hot in the sunshine. In the daytime we liked to watch the sea-space. At four o'clock we entered the port Adler. There were some ships there. We saw many people on the pier. We had some free time in Adler and we went for a walk while the ship was in the port. The water was clean and it was pleasant to swim in the sea. I like the Caucasus and that's why I was pleased. At 8 o'clock we came back. The liner was going to sail off. In the evening we watched TV, danced or stayed on the deck when the weather was fine. I enjoyed my trip. This voyage impressed me for all my life.

Exercise 1. Answer the question: Where do many people spend their holiday?

Spain's share of the UK package tour market is expected to grow as a result of the peseta devaluation. British travel companies say they do not intend to reduce the cost of holidays to Spain this year, but that bookings are likely to increase because UK holidaymakers will now get more spending money for their pounds once they arrive. The prices of UK package holiday sold each year are set well in advance as tour operators buy their foreign currency forward. Travel agents *Thomas Cook* said: UK bookings to Spain had been rising even before the devaluation. Sales of summer holidays to the Balearic Islands are up 18%. Bookings to the Canary Islands have increased 31% and those to mainland Spain have risen 7%.

TOPICAL VOCABULARY

sea – море

at sea – у морі

beyond / over the sea(s) – за морем; за морем

on the sea – 1) на морі; 2) на морському узбережжі

by sea – морем

by the sea – біля моря

in a rough sea / in a stormy sea – у бурхливому морі

to sail the seas – плавати морем (морями)

to put out to sea – вирушити у плавання

to go to sea – стати моряком

to follow the sea – бути моряком

to be all at sea – не знати, що робити, перебувати у розгубленості

at full sea – під час припливу

sea current – морська течія

sea floor – морське дно

sea air – морське повітря

sea transport – морський транспорт

sea carrier – морський перевізник

sea craft – морське судно, корабель; морський катер

sea ferry – морський паром

sea brief – морський паспорт (документ, який засвідчує порт відбуття, порт призначення та малювання вантажу нейтрального судна)

sea glider – гідропланер

sea duty – робота на морі; морській буровій

sea channel – морський суднохідний канал

sea fishery – морський промисел

sea chart – морехідна карта, мапа

sea dog – морський вовк

sea accident – нещасний випадок на морі

sea breeze – морський бриз

ship – пароплав *Syn. steamer, boat, liner*

(ocean) liner – великий пасажирський корабель, океанський лайнер

battleship – лінкор, лінійний корабель

capital ship – великий бойовий корабель

rocket ship – ракетноносій spacecraft, spaceship

hospital ship – госпітальний корабель

merchant (oceangoing) ship – торговий корабель

passenger ship – пасажирський корабель

port ship – корабель, судно

sea cable – морський підводний корабель

landing-stage (quay, wharf, pier) – причали різного типу

sailing ship – вітрильний корабель

weather ship – метеорологічний корабель

river steamer – річковий пароплав

cargo-ship – вантажний корабель
 to abandon ship (when it is sinking) – залишити корабель (що потопає)
 to board a ship – сісти на корабель
 to christen a ship – називати корабель, давати кораблю назву
 to disembark from a ship – висадитися з корабля
 to jump ship – втекти з корабля
 to launch a ship – спускати корабель на воду
 to load a ship – завантажувати корабель
 to navigate a ship – скеровувати корабель
 to raise a sunken ship – піднімати корабель, що потонув
 to refit a ship – переобладнувати корабель
 to sail a ship – керувати кораблем
 to scuttle (sink) a ship – потопити корабель
 to take ship – сісти на корабель
 to torpedo a ship – підірвати корабель
 to unload a ship – розвантажувати корабель
 a ship heaves – корабель пливе
 a ship pitches – корабель піддається кильовій хитавиці
 a ship rolls – корабель піддається бортовій хитавиці
 to ship by a steamer – відвантажувати пароплавом, відправляти на пароплаві
 to ship freight by rail – відправляти вантаж залізницею
 to ship up – 1) зтягувати назад на корабель
 2) прибирати весла (у човен, на корабель)

to ship out – відправляти морським шляхом; відвозити кораблем

The price is high because the goods have to be shipped out. – Ціна висока, оскільки товари необхідно переправляти морем. I first shipped out when I was a very young man. – Вперше я вийшов у море коли ще був зовсім молодим.

to **embark** – 1) а) вантажити, сідати на корабель б) відправлятися кораблем

I shall stay in the seaport overnight before embarking for the United States. – Я залишуся на ніч у порту й наступного дня сяду на корабель до Америки.

dock – причал	oar – весло	gangway – трап	berth – ліжко
lighthouse – маяк	stern – корма	bow – ніс	pilot – лоцман
mast – щогла	lounge – салон	deck – палуба	steward – стюард
rudder – кермо	hold – трюм	steerage – закрита палуба	captain – капітан

propeller – гребний гвинт

forward – носова частина корабля

aft – кормова частина корабля

amidship – середина корабля

the forward main-deck – передня частина верхньої палуби

the davits of the boat-deck – шлюпбалка, палуба для човнів

captain's bridge – капітанський місток

to be on deck – перебувати на палубі

crew – екіпаж корабля
the ship was paid off – розпустити екіпаж корабля
displacement – водотоннажність
engine-room – машинне відділення
pitch – кильова хитавиця roll – бортова хитавиця
bridge deck – палуба середньої надбудови (палуба містка)
promenade deck – верхня палуба (для прогулянок)
sun deck – палуба для того, щоб засмагати
porthole – ілюмінатор
mate – штурман, помічник капітана
sea cadet – юнга *Syn. cabin-boy, ship's boy*
to call a port – зайти до порту для завантаження
to moor – пришвартовувати(ся), стати на якорь
to weigh (raise) the anchor – відпливати, зніматися з якоря
to take a cruise – здійснювати подорож морем
to book a passage – замовити квитки на теплохід
to suffer from seasickness – нездужати на морську хворобу
to be seasick – нездужати на морську хворобу
to be bad (good) sailor – погано (добре) зносити морські подорожі
to cast the anchor – кидати якорь
to be (to lie) at anchor – стояти на якорі
cruise – подорож морем (з метою відпочити та розважитись)
seashore (beach, bank) – морське узбережжя

vessel – корабель, судно; літальний апарат

Vessel, a general name given to the different sorts of ships. It is, however, more particularly applied to those of the smaller kind, furnished with one or two masts. – Судно – загальна назва окремих різновидів кораблів. Проте, найчастіше, вона вживається стосовно невеликих кораблів з однією чи двома щоглами.

to charter a vessel – зафрахтувати судно
to launch a vessel – спускати судно на воду
cargo vessel – вантажне судно
escort vessel – супровідний корабель, судно узбережної охорони

boat – човен, пароплав sailing boat – корабель

to be in the same boat – бути в однаковому становищі з ким-небудь
to sail in the same boat – діяти разом
to sail one's own boat – діяти самостійно, йти своїм шляхом
We boated to Antwerpen. – Ми вирушили до Антверпена кораблем.
to take the boat – сісти на корабель
to row boat – веслувати човном
to sail boat – плисти кораблем
to steer a boat – керувати кораблем
to launch (lower) a boat – спускати корабель на воду
to overturn (swamp, upset) a boat – перевернути човен
an assault boat – судно, що атакує
lifeboat – рятувальний човен patrol boat – патрульний катер

rowing boat – човен з веслами
 torpedo boat – торпедний катер
 Hydrofoil boat – човен на підводних крилах
 a boat goes (sails) – пливе корабель keel boat – американський кильовий човен
 fishing boat – рибальський човен gunboat – канонірський човен
 small craft – невеликі кораблі, човни
 to change a boat – пересісти на інший корабель

ADDITIONAL WORDS & EXPRESSIONS

We are planning to make a voyage up the Dnieper.	Ми збираємось подорожувати вгору Дніпром на кораблі.
I am a good sailor.	Я добре зношу хитавицю.
When does the next steamer sail for...?	Коли відправляється наступний пароплав до ...?
When does the ship (the ferry) leave?	Коли відправляється теплохід (паром)?
Where does it sail?	Звідки він пливе?
She is due to sail from N at 8 p.m.	Він відпливає з Н. о 8 вечора.
How long does the trip/passage take?	Як довго триває поїздка?
You leave in the evening and arrive at 7 in the morning.	Ви відпливаєте ввечері та прибуваєте вранці о 7 годині.
From what pier does the boat leave?	Від якої пристані відбуває теплохід?
Which quay does the boat leave?	Від якого причалу відбуває теплохід?
On which deck is my cabin?	На якій палубі наша каюта?
Our cabin is on deck "A".	Наша каюта на палубі "А".
How many passengers will be in a cabin?	Скільки пасажирів буде у каюті?
It's very hot in the cabin.	У каюті гаряче.
Let's go on deck.	Давайте вийдемо на палубу.
The ship arrives according to the schedule.	Корабель прибуває згідно з розкладом.
What speed is the ship sailing?	Із якою швидкістю йде корабель?
... (knots an hour)	... (миль на годину)
On what days and what time do boats start?	У які дні та о котрій годині від. теплоходи?
Passengers are not allowed.	Пасажирам вхід заборонено.
Rates range from ... dollars for a lower deck berth to ... for an upper deck berth.	Вартість варіюється від ... за каюту на нижній палубі до ... за каюту на верхній палубі.
Do the fares include full board?	Чи входить харчування у загальну вартість?
I want to book a ... class cabin for N.	Я хочу купити квиток ... класу до Н.
What ships sail on this line?	Які кораблі плавають цією лінією?
Where can I find a steward?	Де я можу знайти стюарда?
Where are the lifeboats (lifebelts)?	Де рятувальні човни (пояси)?
We're getting out into the open sea.	Ми виходимо у відкрите море.
We shall have a smooth passage.	У нас буде спокійний перехід.
The sea is calm/rough.	Море спокійне/бурхливе.
The liner is rolling and pitching.	Пароплав хитає та гойдає.
I feel seasick.	Я почуваю себе недобре.
The boat is entering port.	Корабель заходить у порт.

How long will the ship stop here?	Як довго триватиме зупинка?
I like travelling by river-steamers.	Я люблю подорожувати річковими пароплавами.
At what towns does our ship call?	У яких містах будуть зупинки?
In (which) what towns can we go ashore?	Де можна зійти на берег?
I'd like to go out on a motorboat.	Я хотів би здійснити прогулянку катером.
In what towns will there be excursions?	Де будуть екскурсії?
Can we go ashore?	Чи можна зійти на берег?
When must we be back on board?	Коли необхідно повернутися на пароплав?
Which ship did you come on?	Яким пароплавом ви прибули?

Exercise 1. Analyze the topical vocabulary and learn it by heart.

Exercise 2. Try to understand additional words and expressions below.

Exercise 3. Give your attitude to the main idea of the passage.

Many people enjoy travelling by sea. They say it is the most pleasant means of travelling. They mean travelling by an ocean liner, which combines comfort and speed.

You feel as if you are walking on good solid ground when on board the big liner. You can enjoy fresh sea air, the sights of the sea and the sky. No matter what the sea might be – calm or stormy, you feel comfortable and safe on board the big liner. But smaller ships are less comfortable, and in rough seas many passengers will be most unhappy. They get sea-sick, and then travelling by sea becomes a real torture for them. If you have made up your mind to travel by sea you should book passage on board a modern liner.

These liners are real floating cities with all modern conveniences and a wide choice of sport and entertainment facilities. Every modern liner has a number of decks with all sorts of names, such as *promenade deck*, *sun deck*, etc. There are passenger cabins above and below deck. A cabin looks very much like a compartment of a railroad sleeping-car, but the windows are different. In a cabin they are known as portholes. Restaurants will take care of you. In short, if you are not sea-sick the voyage will give you many moments of pleasure.

Exercise 4. Read the text and add some facts about waters as highways.

It was so many thousands of years ago that we can only imagine how and where it really happened; how a man discovered that if he used a floating log, the waters would carry him from one place to another. Afterwards, over a period of hundreds of years, men experimented and invented many things to help them cross the waters. All sorts of boats were invented and developed in different parts of the early world. The ancient Egyptians of 5000 years ago made great boats; but when we study the painting on the tombs of Egyptian kings, we find that they also made ships.

From such beginnings grew all the boats and ships, which have become one of the world's means of travel and transport. The waters have become highways. The size of boats has increased up to the great ships we use in our time. Ocean-going liners and riverboats are used to carry passengers and goods. Pleasure boats are for tourists and holidaymakers. As summer journeys are very popular in our country, a favourite way of travelling is by riverboat or canoe.

Many people travel for several weeks along the many big and small rivers. Others prefer a cruise on the Black Sea or to foreign countries.

Exercise 5. Read the article A sea voyage and give the main idea of it in English.

The traveller decides upon a sea voyage. He books the tickets beforehand. He wants to have a separate cabin for himself and his wife. So he asks for a second-class cabin with two berths to reserve for him. At the port of departure the passenger, together with a number of others, proceeds to the quay. The ship he wants to take is moored there. It is a fine motor ship of the latest design. The ship is to leave soon. The passengers mount the gangway and come on deck. Here stewards are already assembled to show them their cabins. Some are forward, some are left, some are amidships.

The passengers settle down in their cabins. However soon most of them come out on deck. Here they can breathe the rich sea air and look at the busy traffic of the harbour.

The steamer soon leaves the dock where she was moored. She advances towards the open sea. She sails at a high speed. The sea is rough today and the ship pitches and rolls. Some passengers are seasick. Others are not afraid of the rough sea. They walk up and down the deck. Sometimes in order not to fall they catch hold of the railings. Soon the shore fades from view. In some time the passengers are invited to take dinner in the restaurant. After that some go down, some prefer to stay on deck, some remain in their cabins. Towards evening the sea grows calmer.

The passengers enjoy a beautiful sunset at sea. The next day the weather is better and the sea calmer, though there is a slight rain in the morning. But later the sun comes out and shines brightly in the blue sky. The ship passes several other ships. Towards evening the first port of call is reached. But the ship does not stay there long. Soon she weighs anchor and the voyage is resumed. On the fourth day the traveller reaches his destination. He feels healthy and refreshed; the sea voyage has done him much good.

Exercise 6. Remember that.

The Seven Seas – світовий океан, сім морів (північна та південна частини Атлантичного океану, північна та південна частини Тихого океану, Північний Льодовитий океан, моря Антарктики та Індійський океан), безмежний морський простір.

The four seas – "чотири моря" (які оточують Великобританію)

the high seas – море за межами територіальних вод; відкрите море

calm / smooth sea – спокійне, рівне море

choppy sea – брижі на морі; неспокійне море

raging (rough, stormy) sea – бурхливе море, шторм

heavy sea – бурхливе, неспокійне море

to be all at sea – бути спантеличеним, не розуміти чогось

at full sea – під час припливу

enclosed sea – 1) внутрішнє море 2) закрите море

land-locked sea – внутрішнє море, континентальне море

to sail the seas – плавати морем

to put out to sea – вирушати у плавання

to sail on the sea – плавати морем

to go to sea, to follow the sea – бути чи стати моряком

sea accident - нещасний випадок на морі

sea air – морське повітря

sea transport – морський транспорт

sea dog – морський вовк

sea accident – нещасний випадок на морі

sea bathing – купання в морі

sea breeze – морський бриз, вітер з моря

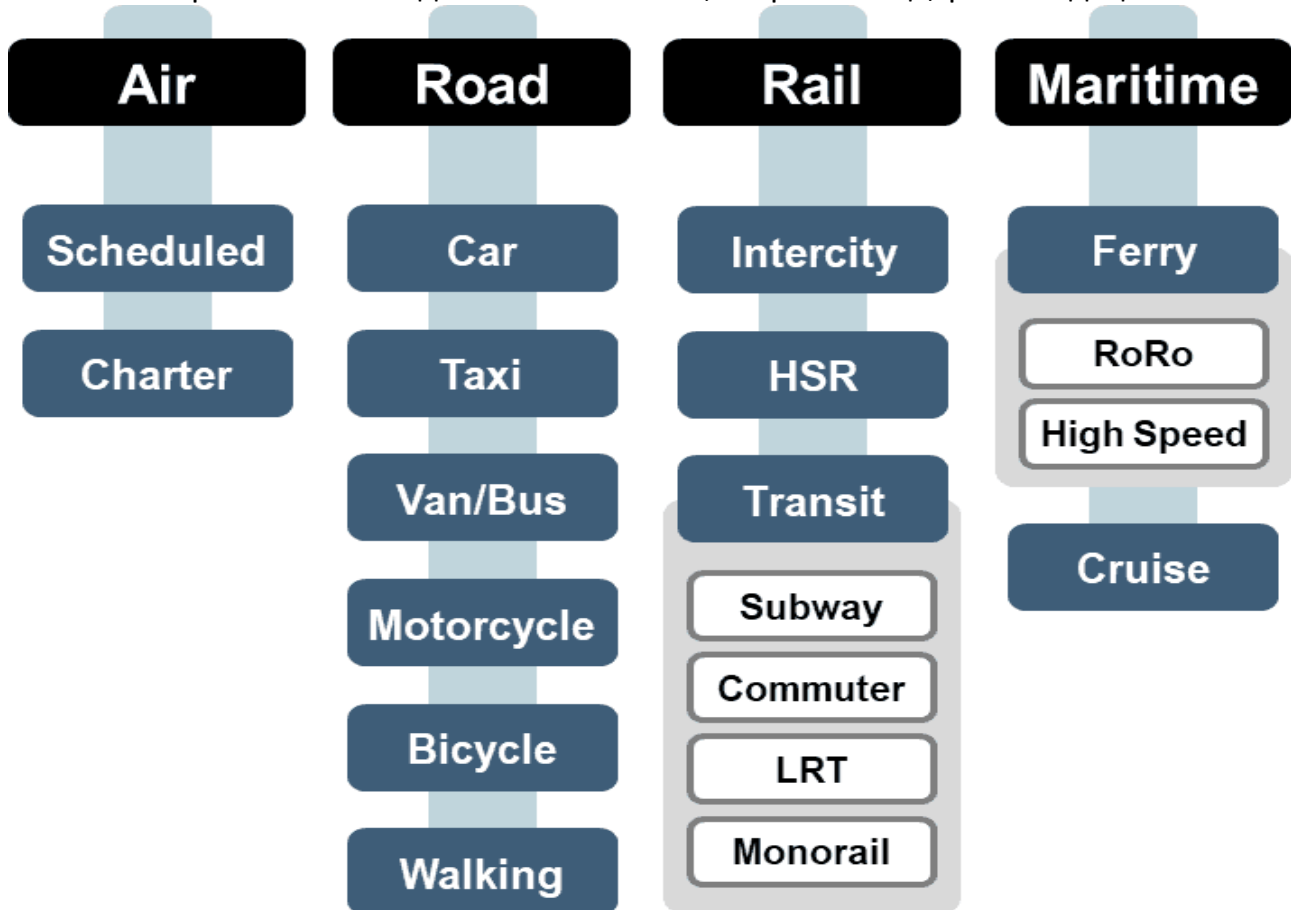
sea biscuit – галета

sea border – морський кордон

sea brief – морський паспорт (документ, що засвідчує порт відплиття, порт призначення і опис вантажу нейтрального судна)

sea cable – морський підводний кабель

sea captain – капітан далекого плавання; мореплавець, флотоводець



ANCIENT MARITIME HISTORY

Maritime history dates back thousands of years. In ancient maritime history, evidence of maritime trade between civilizations dates back at least two millennia.

The first prehistoric boats are presumed to have been dugout (canoes) which were developed independently by various Stone Age populations. In ancient history, various vessels were used for coastal fishing and travel.

The Arabian Sea has been an important marine trade route since the era of the *coastal sailing vessels* from possibly as early as the 3rd millennium B.C., certainly the late 2nd millennium B.C. through later days known as the Age of Sail.

By the time of Julius Caesar, several well-established combined land-sea trade routes depended upon water transport through the sea around the rough inland terrain features to its north. Navigation was known in Sumer between the 4th and the 3rd millennium B.C., and probably by the Indians and the Chinese people before the Sumerians.

The Egyptians had trade routes through the Red Sea, importing spices from the *Land of Punt* (East Africa) and from Arabia.

Maritime prehistory

The Indigenous of the Pacific Northwest are very skilled at crafting wood. Best known for totem poles up to 80 feet (24 m) tall, they also construct dugout (canoes) over 60 feet (18 m) long for everyday use and ceremonial purposes. The earliest seaworthy boats may have been developed as early as 45,000 years ago, according to one hypothesis explaining the habitation of Australia.

Humans used boats for travel and eventually for food resources.

In the history of whaling, humans began whaling in pre-historic times. The oldest known method of catching whales is to simply drive them ashore by placing a number of small boats between the whale & the open sea and attempting to frighten them with noise, activity, and perhaps small, non-lethal weapons such as arrows. Typically, this was used for small species, such as Pilot Whales, Belugas and Narwhals. Over thousands of years of human migrations and the rise of ancient civilizations, seafaring exploration led to ocean trade routes. The earliest known reference to an organization devoted to ships in ancient India is to the Mauryan Empire from the 4th century B.C. It is believed that the navigation as a science originated on the river Indus some 5000 years ago.

Ancient routes & locations

Ancient maritime routes usually began in the Far East or down river from Madhya Pradesh with transshipment via historic Bharuch, traversed past the inhospitable coast of today's Iran then split around Hadhramaut into two streams north into the Gulf of Aden and thence into the Levant, or south into Alexandria via Red Sea ports such as Axum. Each major route involved transshipping to pack animal caravan, travel through desert country and risk of bandits and extortionate tolls by local potentates.

Maritime trade began with safer coastal trade and evolved with the manipulation of the monsoon winds, soon resulting in trade crossing boundaries such as the Arabian Sea and the Bay of Bengal. South Asia had multiple maritime trade routes which connected it to Southeast Asia, thereby making the control of one route resulting in maritime monopoly difficult.

Indian connections to various Southeast Asian states buffered it from blockages on other routes.



Much of the Radhanites' Indian Ocean trade would have depended on coastal cargo-ships such as this dhow.



By making use of the maritime trade routes, bulk commodity trade became possible for the Romans in the 2nd century B.C. A Roman trading vessel could span the Mediterranean in a month at the cost of over-land routes.

The Ancient Egyptians had knowledge of sail construction. This is governed by the science of aerodynamics. A primary feature of a properly designed sail is an amount of *draft*, caused by curvature of the surface of the sail. Hannu was an ancient Egyptian explorer (around 2750 B.C.); the first explorer of whom there is any knowledge. He made the first recorded exploring expedition and wrote his account of the exploration in stone. He traveled along the Red Sea to Punt and sailed to what is now part of eastern Ethiopia and Somalia. He returned to Egypt with great treasures, including precious, myrrh, metal and wood. It must be said also about warships.

Undoubtedly, warships of Ancient Egypt began in the early Middle Kingdom, and perhaps – at the end of the Old Kingdom, but the first mention and a detailed description of a large enough and heavily armed ship dates from 16th B.C.

The text of the tomb of Amenhotep I (KV-39) said: "When Thutmose III achieved warships displacement up to 360 tons and carried up to ten new heavy and light to 17 catapults based bronze springs, called *siege crossbow* – more precisely, siege bows. Still appeared giant catamarans that are heavy warships and times of Ramesses III used even when the Ptolemaic dynasty."



According to the Greek historian Herodotus, Necho II sent out an expedition of Phoenicians, which in three years sailed from the Red Sea around Africa to the mouth of the Nile.

At some point between 610 and before 594 B.C., Necho reputedly commissioned an expedition of Phoenicians, who it is said in three years sailed from the Red Sea around Africa back to the mouth of the Nile.

Some Egyptologists dispute that an Egyptian Pharaoh would authorize such an expedition, except for the reason of trade in the ancient maritime routes.

The belief in Herodotus' account, handed down to him by oral tradition, is primarily because he stated with disbelief that the Phoenicians "*as they sailed on a westerly course round the southern end of Libya (Africa), they had the sun on their right – to northward of them*" (*The Histories* 4.42) – in Herodotus' time it was not generally known that Africa was surrounded by an ocean (with the southern part of Africa being thought connected to Asia). So fantastic an assertion is this of a typical example of some seafarers' story and Herodotus therefore may never have mentioned it, at all, had it not been based on facts and made with the according insistence. This early description of Necho's expedition as a whole is contentious, though; it is recommended that one keep an open mind on the subject; but Strabo, Polybius, and Ptolemy doubted the description.

Egyptologist A. B. Lloyd suggests that the Greeks at this time understood that anyone going south far enough and then turning west would have the Sun on their right but found it unbelievable that Africa reached so far south. He suggests that "It is extremely unlikely that an Egyptian king would, or could, have acted as Necho is depicted as doing" and that the story might have been triggered by the failure of Sataspes' attempt to circumnavigate Africa under Xerxes the Great.

Regardless, it was believed by Herodotus and Pliny. Much earlier, the Sea Peoples was a confederacy of seafaring raiders who sailed into the eastern shores of the Mediterranean, caused political unrest, and attempted to enter or control Egyptian territory during the late 19th dynasty, and especially during Year 8 of Ramesses III of the 20th Dynasty.

The Egyptian Pharaoh Merneptah explicitly refers to them by the term *the foreign-countries (peoples¹) of the sea* in his Great Karnak Inscription. Although some scholars believe that they "invaded" Cyprus, Hatti and the Levant, this hypothesis is disputed.

Kingdom of Punt

In ancient times the Kingdom of Punt, which is believed by several Egyptologists to have been situated in the area of modern-day Somalia, had a steady trade link with the Ancient Egyptians & exported the precious natural resources such as myrrh, frankincense and gum. This trade network continued all the way into the classical era.

The city states of Mossylon, Opone, Malao, Mundus and Tabae in Somalia engaged in a lucrative trade network connecting Somali merchants with Phoenicia, Ptolemaic Egypt, Greece, Parthian Persia, Saba, Nabataea and the Roman Empire.

The Mediterranean

Minoan traders from Crete were active in the eastern Mediterranean by the 2nd millennium B.C. The Phoenicians were an ancient civilization centered in the north of ancient Canaan, with its heartland along the coast of modern day Lebanon, Syria and northern Israel. Phoenician civilization was an enterprising maritime trading culture that spread across the Mediterranean during the first millennium B.C., between the period of 1200 B.C. to 900 B.C. Though ancient boundaries of such city-centered cultures fluctuated, the city of Tyre seems to have been the southernmost.

Sarepta between Sidon and Tyre is the most thoroughly excavated city of the Phoenician homeland. The Phoenicians often traded by means of a galley, a man-powered sailing vessel. They were the first civilization to create the bireme. The Mediterranean was the source of the vessel, galley, developed before 1000 B.C., and development of nautical technology supported the expansion of Mediterranean culture.

The Greek trireme was the most common ship of the ancient Mediterranean world, employing the propulsion power of oarsmen.

Mediterranean peoples developed lighthouse technology and built large fire-based lighthouses, most notably the Lighthouse of Alexandria, built in the 3rd century B.C. (between 285 and 247 B.C.) on the island of Pharos in Alexandria, Egypt.

Many in ancient western societies, such as Ancient Greece, were in awe of the seas and deified them, believing that man no longer belonged to himself when once he embarked on a sea voyage. They believed that he was liable to be sacrificed at any time to the anger of the great Sea God. Before the Greeks, the Carians were an early Mediterranean seagoing people that travelled far. Early writers do not give a good idea about the progress of navigation nor that of the man's seamanship. One of the early stories of seafaring was that of Odysseus. In Greek mythology, the Argonauts were a band of heroes who, in the years before the Trojan War, accompanied Jason to Colchis in his quest to find the Golden Fleece. Their name comes from their ship, the Argo which in turn was named after its builder Argus. Thus, *Argonauts* literally means *Argo sailors*. The voyage of the Greek navigator Pytheas of Massalia is an example of a very early voyage.

A competent astronomer & geographer, Pytheas ventured from Greece to Western Europe and the British Isles. The *periplus*, literally *a sailing-around*, in the ancient navigation of Phoenicians, Greeks, and Romans was a manuscript document that listed in order the ports and coastal landmarks, with approximate distances between, that the captain of a vessel could expect to find along a shore. Several examples of *periploi* have survived.

The concept of an underwater boat has roots deep in antiquity. The very first report of someone attempting to put the idea into practice seems to have been an attempt by Alexander the Great. According to Aristotle, Alexander the Great had developed a primitive submersible for reconnaissance missions by 332 B.C.

Piracy, which is a robbery committed at sea or sometimes on the shore, dates back to Classical Antiquity and, in all likelihood, much further. The Tyrrhenians, Illyrians and Thracians were known as pirates in ancient times. The island of Lemnos long resisted Greek influence and remained a haven for Thracian pirates. By the 1st century B.C., there were pirate states along the Anatolian coast, threatening the commerce of the Roman Empire.

The Persian Wars

In Ionia (the modern Aegean coast of Turkey) the Greek cities, which included great centers such as Miletus and Halicarnassus, were unable to maintain their independence and came under the rule of the Persian Empire in the mid-6th century B.C.

In 499 B.C. the Greeks rose in the Ionian Revolt, and Athens and some other Greek cities went to their aid. In 490 B.C., the Persian Great King, Darius I, having suppressed the Ionian cities, sent a fleet to punish the Greeks. The Persians landed in Attica, but were defeated at the Battle of Marathon by a Greek army led by the Athenian general Miltiades. The burial mound of the Athenian dead can still be seen at Marathon. Ten years later Darius' successor, Xerxes I, sent a much more powerful force by land. After being delayed by the Spartan King Leonidas I at Thermopylae, Xerxes advanced into Attica, where he captured and burned Athens. But the Athenians had evacuated the city by sea, and under Themistocles they defeated the Persian fleet at the Battle of Salamis. A year later, the Greeks, under the Spartan Pausanias, defeated the Persian army at Plataea.

The Athenian fleet then turned to chasing the Persians out of the Aegean Sea, and in 478 B.C. they captured Byzantium. In the course of doing so Athens enrolled all the island states and some mainland allies into an alliance, called the Delian League because its treasury was kept on the sacred island of Delos. The Spartans, although they had taken part in the war, withdrew into isolation after it, allowing Athens to establish unchallenged naval and commercial power.

Achaean League

The Achaean League was a confederation of Greek city states in Achaea, a territory on the northern coast of the Peloponnese. An initial confederation existed during the 5th through the 4th centuries B.C. The Achaean League was reformed early in the 3rd century B.C., and soon expanded beyond its Achaean heartland. The League's dominance was not to last long, however.

During the Third Macedonian War (171-168 B.C.), the League flirted with the idea of an alliance with Perseus, and the Romans punished it by taking several hostages to ensure good behavior, including Polybius, the Hellenistic historian who wrote about the rise of the Roman Empire. In 146 B.C., the league erupted into open revolt against Roman domination.

The Romans under Lucius Mummius defeated the Achaeans, razed Corinth and dissolved the league. Lucius Mummius received the cognomen *Achaicus* (*conqueror of Achaea*) for his role.

Ancient Rome

Ancient Rome was a civilization that grew from a small agricultural community founded on the Italian Peninsula c. the 9th century B.C. to a massive empire straddling the Mediterranean Sea. In its twelve-century existence, Roman civilization shifted from a monarchy, to a republic based on a combination of oligarchy and democracy, to an autocratic empire. It came to dominate Western Europe and the entire area surrounding the Mediterranean Sea through conquest and assimilation.

Punic Wars

The Punic Wars were a series of three wars fought between Rome and Carthage.

The main cause of the Punic Wars was the clash of interests between the existing Carthaginian Empire and the expanding Roman sphere of influence. The Romans were initially interested in expansion via Sicily, part of which lay under Carthaginian control.

At the start of the first Punic War, Carthage was the dominant power of the Mediterranean with an extensive maritime empire, while Rome was the rapidly ascending power in Italy.

By the end of the third war, after the deaths of many hundreds of thousands of soldiers from both sides, Rome had conquered Carthage's empire and razed the city, becoming in the process the most powerful state of the Western Mediterranean. With the end of the Macedonian wars – which ran concurrently with the Punic wars – and the defeat of the Seleucid Emperor Antiochus III the Great in the Roman-Syrian War (Treaty of Apamea, 188 B.C.) in the eastern sea. Rome emerged as the dominant Mediterranean power and the most powerful city in the classical world.

This was a turning point that meant that the civilization of the ancient Mediterranean would pass to the modern world via Europe instead of Africa.



The Coracle, a small single-passenger-sized float, has been used in Britain since before the first Roman invasion as noted by the invaders. Coracles are round or oval in shape, made of a wooden frame with a hide stretched over it then tarred to provide waterproofing. Being so light, an operator can carry the light craft over the shoulder. They are capable of operating in mere inches of water due to the keel-less hull.

The early people of Wales used these boats for fishing and light travel and updated models are still in use to this day on the rivers of Scotland and Wales.

Early Britons used the world-common hollowed tree trunk canoe. Examples of these canoes have been found buried in marshes and mud banks of rivers at lengths of upward eight feet. In 1992 a notable archaeological find, named the *Dover Bronze Age Boat*, was unearthed from beneath what is modern day Dover, England.

The Bronze Age boat which is about 9.5 meters long 2.3 meters is determined to have been a seagoing vessel. Carbon dating reveals that the craft dating from approximately 1600 B.C. is the oldest known ocean-going boat. The hull was of half oak logs and side panels also of oak were stitched on with yew lashings. Both the straight-grained oak and yew bindings are now extinct as a shipbuilding method in England. A reconstruction in 1996 proved that a crew between four and sixteen paddlers could have easily propelled the boat. The boat could have easily carried a significant amount of cargo and with a strong crew may have been able to traverse near thirty nautical miles in a day.

Northern Europe

The *Norsemen*, or *people from the North*, were people from southern & central Scandinavia, which established states and settlements Northern Europe from the late 8th century to the 11th century. *Vikings* has been a common term for Norsemen in the early medieval period, especially in connection with raids and monastic plundering made by Norsemen in Great Britain and Ireland.

Leif Ericson was an Icelandic explorer known to be the first European to have landed in North America (presumably in Newfoundland, Canada). During a stay in Norway, Leif Ericsson converted to Christianity, like many Norse of that time. He also went to Norway to serve the King of Norway, Olaf Tryggvason. When he returned to Greenland, he bought the boat of Bjarni Herjólfsson and set out to explore the land that Bjarni had found (located west of Greenland), which was, in fact, Newfoundland, in Canada.

The *Saga of the Greenlanders* tells that Leif set out around the year 1000 to follow Bjarni's route with 15 crew members, but going north.

Indian subcontinent

In the Indian maritime history, the world's first tidal dock was built in phase II of Lothal during the Harappan civilization near the present day Mangrol harbour on the Gujarat coast. Other ports were probably at Balakot and Dwarka.

However, it is probable that many small-scale ports, and not massive ports, were used for the Harappan maritime trade.

Ships from the harbour at these ancient port cities established trade with Mesopotamia, where the Indus Valley was known as Meluhha.

The Tamil Chola Empire possessed the largest naval force of Indian subcontinent to have until modern time and represented the zenith of ancient Indian sea power.

Chola Emperor Rajendra Chola had established his rule extending up from India to South East Asia with his impressive Chola Navy. Rajendra Chola annexed during his overseas conquests Sri Lanka, Maldives, islands of Andaman, Nicobar, Lakshadweep, parts of the Malay Peninsula and Indonesian archipelago. Through conquest of the Srivijaya Empire, the Cholas secured the sea trade road to China.

In ancient China, during the Spring and Autumn Period (722 B.C.- 481 B.C.), large rectangular-based barge-like ships with layered decks and cabins with ramparts acted as floating fortresses on wide rivers and lakes.



These were called *castle ships*, yet there were 4 other ship types known in that period. During the short-lived Qin Dynasty (221 B.C.-207 B.C.) the Chinese sailed south into the South China Sea during their invasion of Annam, modern Vietnam.

During the Han Dynasty (202 B.C.-220 A.D.), a ship with a stern-mounted steering rudder along with masts & sails was innovated, known as the junk in Western terminology.

The Chinese had been sailing through the Indian Ocean since the 2nd century B.C., with their travels to Kanchipuram in India. This was followed up by many recorded maritime travellers following the same route to India, including Faxian, Zhiyan, Tanwujie.

Like in the Western tradition, the earlier Zhou Dynasty Chinese also made use of the floating pontoon bridge, which became a valuable means to blockade the entire Yangtze River during Gongsun Shu's rebellion against the re-established Han government in 33 A.D. Although first described in ancient Ptolemaic Egypt, the Song Dynasty scientist Shen Kuo (1031-1095) was the first to describe the use of the dry dock system in China to repair boats out of water.

The canal pound lock was invented in China during the previous century, while Shen Kuo wrote of its effectiveness in his day, writing that ships no longer had the grievances of the old flash lock design and no longer had to be hauled over long distances (heavier ships with heavier cargo of goods could traverse the waterways of China).

There were many other improvements to nautical technology during the Song period as well, including crossbeams bracing the ribs of ships to strengthen them, rudders that could be raised or lowered to allow ships to travel in a wider range of water depths, and the teeth of anchors arranged circularly instead of in one direction, *making them more reliable*. Although there were numerous naval battles beforehand, China's first permanent standing navy was established in 1132 during the Song Dynasty (960-1279 A.D.).

Gunpowder warfare at sea was also first known in China, with battles such as the Battle of Caishi and the Battle of Tangdao on the Yangtze River in 1161 A.D. during the Jin-Song wars. One of the most important books of medieval maritime literature was Zhu Yu's *Pingzhou Table Talks* of 1119 A.D. Although the Chinese scientist Shen Kuo (1031-1095) was the first to describe the magnetic-needle compass, Zhu Yu's book was the first to specify its use for navigation at sea. Zhu Yu's book also described watertight bulkhead compartments in the hull of Chinese ships, which prevented sinking when heavily damaged in one compartment. Although the dry-dock was known, Zhu Yu wrote of expert divers who were often used to repair boats that were damaged and still submersed in water.

Divers in China continued to have a maritime significance who used snorkeling gear (a watertight leather face mask and breathing tube secured with tin rings) to breathe underwater while tied by the waist to the ship in order to be secure while hunting for pearls.



A clay figure of a *haniwa* model of a ship, from Japan's Kofun period (250-538); during the Three Kingdoms of Korea, the Japanese sided with Baekje against a naval alliance between the Chinese Tang Dynasty and Korean Silla.

Japan had a navy by at least the 6th century, with their invasions and involvement in political alliances during the Three Kingdoms of Korea. A joint alliance between the Korean Silla Kingdom and the Chinese Tang Dynasty (618-907 A.D.) heavily defeated the Japanese and their Korean allies of Baekje in the Battle of Baekgang on August 27 to August 28 of the year 663 A.D. This decisive victory expelled the Japanese force from Korea and allowed the Tang and Silla to conquer Goguryeo.

Active vocabulary

Maritime history, to date back, maritime trade, prehistoric boats, land-sea trade routes, navigation, human migrations, ancient civilizations, seafaring exploration.

Exercise 1. Choose the keywords and phrases that best convey the gist of the information.

Exercise 2. Translate the maritime terms.

Dugout, canoes, vessels, coastal sailing vessels, ships, transshipment, transshipping, sail construction, seafarers, sailors, galley, trireme, oarsmen, rowers, a sea voyage, seagoing people, a small single-passenger-sized float, waterproofing, canoes, shipbuilding, overseas, "castle ships", dry-dock, snorkeling gear, rudder, teeth of anchors, to haul, lock, paddler, trunk canoe, yew lashing, barge-like ships, keel-less hull, oarsman, nautical, nautical astronomy, nautical compass, ribs of ships, bireme, trireme, ship in commission, to circumnavigate the globe (earth / world), overland route, gangway, amidships, quay, to board / take a ferry, pier.

Exercise 3. Transfer the given information from the passages onto a table.

No	Activity			
	Event	Where	When	Score
1.				



DIALOGUE «AT THE BOOKING OFFICE»

L.: When is the "Taras Shevchenko" due here on its way to Odessa, please? I must be in Odessa not later than the 23rd of the month.

Booking Clerk (consulting timetable): The *Taras Shevchenko* is due here this day next week. It leaves at shortly after 12 on the same day. It will get you to Odessa on the 22nd at 9 p.m.

- Can you let me have a cabin for two?
- I do not think I can manage it. And it's hard to meet the demand. The season is at its height.
- Does that mean that I can book no passage on the *Taras Shevchenko* at all?
- Let me see. I'm afraid I can't give you anything but two berths in a 3rd-class cabin.
- Are we going (*to wife*)? It's up to you, Ann. You have the last say.
- It doesn't matter at all, dear. We'll enjoy it as much travelling 3rd class. Let us book by all means. You know I have been looking forward to this voyage so much.
- (*To booking-clerk*) How much will it be?
- It will be ____ all in all.
- (*The passenger hands over the money & the agent gives him the tickets and change.*)
- You sail on the 20th at 12.45 p.m.
- That's right. Much obliged. By the way, what is the charge for stateroom?
- About ____, but they are all booked up for a month in advance.



▪ We're interested in going on Caribbean cruise, but we're a little worried about the accommodation. I know the ships are luxurious, but I've heard the cabins can be very small – you know, cramped and stuffy. I want a bit of space and fresh air.

▪ Yes, it's true most cabins are not quite like hotel rooms, but most companies do offer deluxe cabins as well. Let me see, I've got a brochure here... this company says they have the largest cabins in the Caribbean – a lot of them have got their own private veranda.

▪ What about toilets and bathroom? We don't have to share, do we?

▪ No, all the cabins have en suite facilities. They say there's a lot of space for clothes and things – plenty of wardrobe and drawer space.

▪ There'll be three of us.

▪ OK, some cabins can take three people – you'd have to get a stateroom, though, because they're designed for three four people. I think you'll find that even if you don't have as much space as a hotel room they make up for it in other ways. You get a bathrobe, for example, and a chocolate on your pillow every night, and so on.

▪ Yes, I see what you mean. What about the facilities in the room?

▪ Well, you can watch films and other programmes on the TV, listen to music on the multi-channel radio. There's a telephone if you want to speak to friends back home, a personal safe for money and valuables, and a fridge for drinks as well.

▪ OK, so what cabin would you recommend for us?

▪ Well, you definitely want an outside cabin so that you can see daylight. If there are three of you I think you'll have to have a suite, which means you'll also get a veranda.

▪ Mom, that sounds nice, but it's probably going to be a bit expensive, isn't it?

▪ Well, it's not cheap, but if you go for the smaller one without the separate shower and dressing room you'll save a little bit.

▪ OK, and is that still available? ▪ I'll just check for you...

TRAVELLING BY BOAT

Many of us have taken delightful holiday (vacation) cruises on the Black Sea. A cruise on the Black Sea is a delightful holiday as one might wish for.

From May to November the season is at its height and the passenger traffic on the Odessa-Batumi line is very heavy. Accommodation is hard to get, but one can make things easier by reserving a cabin (or berth) at the shipping agencies in Kyiv or one of the many ports on the Black Sea Coast at which the ships of the Odessa-Batumi line call to pick up and drop passengers, cargoes and mail.

All these sea-going liners combine passenger comfort with speed, but the "Shota Rustavelli" is beyond any doubt the best ship in the Black Sea Fleet. It feels like walking on good solid ground on board the ship. The sea around might be absolutely calm or storm might be raging, sending up foaming breakers: you'll enjoy your voyage on board the ship just the same. But ships having a lesser displacement are less comfortable. In a rough sea a passenger will look most unhappy when the stern dips down and no happier when the bow goes up. All though travelling by sea is about as safe as walking the streets you can always count on the many lifeboats in case of emergency.

Life preservers, life belts, life buoys and other safety devices are always handy on board a ship. The *Shota Rustavelli* is real floating city with all modern conveniences and wide choice of sport and entertainment facilities.

The TV keeps the passengers in touch with the latest developments (events) on shore. A team of stewards and stewardesses keep the cabins clean and tidy, and cater for passengers' wants and needs. Restaurants and bars take care of the passengers' appetites.

As very modern liner the "Shota Rustavelli" has a number of decks, which go under all sorts names, such as *promenade deck*, *sun deck*, etc. So that saying "You'll find me on deck" isn't saying very much. There are rare passenger cabins above and below deck.

A cabin looks very much like a compartment of a railway sleeping car, but the windows are altogether different. In a cabin they are known as portholes.

Portholes are round windows in the ship's side made of very thick glass. They can be kept to let the fresh air in or hermetically closed to keep the water and the wind out in stormy weather. Regular hotel suites on board a ship are known as staterooms. They are quite spacious, beautifully furnished with private baths attached.

On board this ship staterooms are air-conditioned. When boarding a ship a passenger is given a number of labels (stickers) and tags for his luggage. He pastes the labels on trunks and other pieces of luggage that he does not need during the voyage.

Tags are tied to suitcases that the passenger wants with him. My friend with his wife was taking a cruise along the Black Sea on this ship. As we were spending the summer near Yalta we decided to meet them at the pier when the ship docked. We arrived at the pier when in time to see her entering the harbour. We could see the captain and his mate pacing the bridge. Most of the passengers were on deck waving to those on the pier below.

Everybody was impatiently waiting for the moment the ship would drop anchor.

The command "Anchors weigh" rang out. They weighed anchor and the ship set sail for Odessa. The ship slowly slipped out of the harbour, creeping past the breakwater, leaving Yalta Port with its installations behind. As we walked back to our sanatorium we decided to book for a short cruise home to Moscow via Odessa.

Exercise 1. Analyze the information, which is in the highlight, and use it in practice.

Exercise 2. Add some information & make up a small report and give a talk in class.

Exercise 3. Express your opinion.

1. For some people there is nothing as fine as a voyage in a big ship. What are the things that make travelling by sea so very attractive?
2. Travelling on board a big liner is more convenient and safer than travelling in a small boat, but it is less exciting and less interesting. What do you think?
3. What would you see if you took a cruise along the Black Sea coast (round Europe)?
4. When do you think passengers began crossing the Atlantic on board ocean liners?

Exercise 4. Answer the questions.

1. Have you ever travelled on board a ship?
2. When were you last on board a ship?
3. Was it a business trip or just a pleasure cruise?
4. When you made up your mind to go on a sea voyage, where did you book your passage?
5. Do you like to travel by boat or do you prefer to go by train?
6. Do shipping agencies sell a one-way passage only or can you also book for the return trip as well?
7. Can you buy return tickets?
8. Do you prefer to travel on board a big ship or on a smaller vessel?
9. Do you know what an outside cabin is?
10. An inside cabin?
11. Which is usually more expensive?
12. What is the difference between a stateroom and a cabin?
13. Which is more comfortable?
14. Which is more expensive?
15. What facilities for sport and entertainment are provided on the modern ship?
16. What are some of the duties of a steward on board a ship?
17. Suppose you want some ice-water (to quench your thirst) on board a ship, what should you do?
18. You wish to have breakfast or dinner sent to your cabin that should you call?
19. Do you enjoy eating in the restaurant on board a ship?
20. Did you enjoy the sea air and the sight during your last voyage?
21. What are some of the advantages of sailing on larger ships?
22. How many decks does a modern liner usually have?
23. Are boats manned exclusively by men nowadays?
24. Whom does the ship's crew include? Name the specialities?
25. What types of boat you know?
26. What we call places having special installations for the boats to drop and pick up passengers, cargoes and mail to replenish (to fill again) their supplies and to undergo repairs?
27. What safety devices are there on board a ship to be used in case of emergency (for emergency use)?
28. Are you a good sailor?
29. Whom do we call a poor sailor?
30. Since when have hydrofoil boats appeared on the inland waterways and sea routes in our country?

Exercise 5. What do you say or do if

- ... you want to make sure over the phone whether the river-boat will put in on time?
- ... you want to find out when the next boat sails for Odessa?
- ... you do not want some heavy luggage with you in cabin?
- ... you want to inquire whether your friend has had a comfortable journey?
- ... the storm they ran through was really heavy?
- ... you want to find out where to apply for booking with the Odessa-Batumi line?
- ... you want to instruct the porter to take your luggage below to your cabin?
- ... you want to go down and fetch the luggage from your cabin?
- ... you want to make sure over the phone whether the life-belt will be in its place?
- ... you want to find out if there are any tickets for the ship?
- ... you want to know if there are a Japanese restaurant on the board?
- ... you want to know if there is a swimming pool on the board?

- ... you want to know if there is a tennis court on the board?
- ... you want to know if there is a helicopter site on the board?
- ... you want to know if there are any lifeboats on the board?
- ... you want to know how many decks there are there on the board?
- ... you want to know how many restaurants there are on the board?
- ... you want to know how many miles you are from Barselona?

Exercise 6. Supply prepositions or adverbs wherever possible.

- We are now four hours ... Odessa.
- The passengers ... deck were waving ... their friends ... the pier.
- Have you already paid ... your passage?
- Is this the right way ... the saloon?
- Come ... on deck. The land is still ... sight.
- The shore will fade ... a couple ... minutes.
- We shall not be close ... land ... a week at least.
- The ship turned sharply and steamed slowly ... the port.
- The luggage is now being landed ... the porters.
- Lets go ... deck and enjoy the sea.
- Something has gone wrong ... one ... the engines.
- We shall have called ... the nearest port ... repairs.
- "Do you know when we start?" "We'll get ... in 4 minutes."
- She leaned ... the rail to watch the rising sun.
- We'll go ... train ... Batumi and there take ... a boat to Odessa.
- You can't hope ... a cabin ... yourself at the height ... the season.
- Passenger Traffic ... the Odessa-Batumi line was very heavy ... last year.
- I came ... board to find my luggage ... the cabin below.
- He was a good mixer and knew everyone ... board.
- There were only two berths ... the cabin; so we had nobody to share our cabin ...
- We crossed the bar (waterbreak) and the open sea spread ... me. Boats now sail ... the Volga ... Rostov straight ... Moscow.
- I've been put ... a cabin ... a man I have never met before.
- The passengers assembled ... the saloon ... their meals.
- Have you ever been ... a shipwreck?
- Something must have gone wrong ... the rudder. The ship is ... control.
- Now the tug-boat will tow us right ... the pier.
- The ship is moored ... her pier.
- One finds ... board a ship the following types ... cabins: single cabin ... bed, two berth cabin, cabin ... four, suites consisting ... : (a) sitting-room, (b) bed-room, (c) bath.

Exercise 6. Remember the grammar.

Глагол *to travel* употребляется для обозначения передвижения вообще и передвижения с определенной целью. Глагол *to travel* соответствует русским глаголам путешествовать и ездить: *to travel for pleasure* - путешествовать/разъезжать ради удовольствия; *to travel over land and sea* - путешествовать по суше и по морю; *to travel on business* - ездить по делам; *to travel to work* - ездить на работу.

DIALOGUE «THE MAIDEN VOYAGE»

(Two women meet near the Petersburg seaport travel agency)

- Hello, Mary! How glad I'm to see you! I haven't seen you for ages, it seems to me! How long is it since we last met?
- Hello, Lucy! Last time was in January. It was before my cruise to South America.
- How are you? When did you return to Petersburg? Where have you been lately?
- Oh, please stop firing your questions. I'm so happy to be back in Petersburg. East or West, home is best. Besides, the last voyage we made was not an easy one. We crossed the Atlantic Ocean to Canada and back. On the way we called at London and some other ports and docked in Petersburg, that is dropped anchor, on Monday.
- How long did the crossing last?
- Three weeks. The crossing was not an easy one, but not too bad after all.
- Did the passengers enjoy the voyage?
- I think they did. Of course, we did our best to look after their comfort, we are the crew. I must say our cruises are always popular.
- What about the sea and the ocean, were they calm?
- Not all the time. Rough weather & cyclones are typical in the Atlantic at this time of the year.
- So?
- The sea was calm at first for a couple of days, then the wind began to blow, high waves smashed against the ship and she (I mean the ship) rolled and pitched a great deal.
- How did the passengers feel?
- Ours is a big ship, so most of them didn't feel any pitching and rolling, but one passenger managed to roll out of the bunk and break his arm!
- Poor chap! The storm was really bad then. Were there any SOS signals during the storm?
- None, thank heaven.
- And how did you feel?
- I didn't mind a little tossing, you know. I've been out to sea so many times!
- You're a born sailor and sea wolf, you can weather any storm. But not everyone can find sea legs, even the crewmembers, I think.
- That's true.
- When do you sail next?
- Oh, I've got big news. I've been promoted.
- Really?
- I've been appointed first mate on a big new ocean-going liner.
- Congratulations! That's wonderful promotion! But I'm sure you deserve it. Good luck to you!
- We are sailing to London on the 10th of April. It will be the ship's first cruise, her maiden voyage.
- That calls for a celebration. Look here! I'll be through with my work in ten minutes. We can go to a cafe. Will you wait for me?
- All right. I'll wait for you over there, near the timetable.

(She goes away. George and Tom come up to the desk where Lucy is now sitting.)

GEORGE: Hello!

LUCY: What can I do for you?

GEORGE: We'd like to book a cabin on one of the liners bound for London.

LUCY: When do you plan to sail?

GEORGE: You see we are post-graduates going to London to study. We would like to leave Petersburg on the 10th of April. Are there any ships sailing to London on that day?

LUCY: Yes. Our new ocean-going liner will set sail on the 10th of April. This will be her first cruise, her maiden voyage.

TOM: Maiden? Is it safe? Do you think we're really lucky? I'd rather have something older, a ship that has seen the rough seas and ocean storms. Just to be on the safe side, I mean.

LUCY: You needn't worry. My best friend is first mate on that ship.

TOM: Oh, in that case...

LUCY: What sort of cabin would you like?

GEORGE: A first class cabin for two.

TOM: I'm afraid it'll be very expensive, George. We'd better book second-class cabin.

LUCY: I can recommend one not far from the stern second-class cabin for two. Will that do?

GEORGE: All right. I'm not much of a sailor, though I hope we'll have a calm crossing.

LUCY: Here are your tickets.

GEORGE: And here is the money. Thank you.

(George and Tom take the ticket, give the money and go to the timetable. They start reading the timetable. Mary is standing near the timetable.)

TOM: We're lucky that there's a ship sailing for London on the 10th of April, aren't we?

GEORGE: Yes. Let's see what time she departs from P. When do we have to board the ship?

TOM: Here is the timetable. Embarkation begins ...

MARY: Embarkation begins at 4 in the afternoon on the 10th of April.

TOM: Thank you very much. Are you sailing on that liner too?

MARY: Yes.

TOM: The first time, I guess?

MARY: Yes... the first time.

TOM: You needn't worry. That liner is a new big seagoing vessel. She can weather any storm. High waves will simply smash against the ship!

GEORGE: There's no danger of getting seasick! My friend Tom here is a born sailor, a real sea wolf, and I can weather any storm... By the way, what's your name?

MARY: My name is Mary. Thank you for the information, now I think I'm no longer afraid of any sea voyage. Good-bye!

GEORGE: See you on board the ship on the 10th! Bye-bye! *(Mary goes away.)* A beautiful woman. What good luck! She is sailing on the same liner!

TOM: That's all very well. But why did you brag so much about being a born sailor? You know I get seasick the moment I get on board any river boat not to speak of sea liner. And you are no better!

(George is at home. He's reading a book about sea voyages. He puts the book aside.)

GEORGE: The woman we saw at the port is very nice. I'm so glad she'll sail on the same liner. I didn't ask her where she was going, how stupid of me. Now I don't know how long she'll be on board. She may disembark at the nearest port, in Tallinn, for example. I wish she would sail all the way to London with us!... If she sailed to London, I'd be her guide. If she didn't know anything about sea voyages I'd tell her... (George begins to dream.)

She's afraid that the ship will meet with an iceberg and go to the bottom like *The Titanic*... She's frightened; she needs a friend, a man to look after her, to keep up her spirits ... Here I come up to her. I'm a born sailor, a sea wolf, the captain of the ship ...

(Mary appears in his dream.)

MARY: I've never been on board a big liner before ...

GEORGE: May I be your guide?

MARY: Oh, thank you. Oh, what's that siren blowing for? Are we raising anchor?

GEORGE: That's to warn people who are not sailing that it's time for them to get ashore.

MARY: Look! Who's that man coming up the gangway? Is the captain or the mate?

GEORGE: No, he's the pilot.

MARY: The pilot? Why is there a pilot coming on board? There are no aeroplanes or helicopters here?

GEORGE: Port regulations say that all vessels coming in and going out of port must have a pilot on board. That's a different kind of pilot.

MARY: Look! Now the sailors are pulling up the gangway. What are they throwing that rope to the little ship down there for?

GEORGE: That little ship is tug boat. This tug boat will tow or pull us out into open waters ...

MARY: That little boat will tow our big ship out! I can't believe it!

GEORGE: It's true. Every ship leaving the port must have a pilot on board and be pulled out by a tug...

MARY: Now I see... Is there any danger of the ship sinking?

GEORGE: Accidents at sea do happen, but they're very rare. *(The siren begins to blow again.)*

MARY: Oh, something must have happened...

GEORGE: Please go down to your cabin. I must see the captain ...

(The sound of the siren comes from the ring of the doorbell. Mary vanishes. George wakes up from his dream. He goes of the room and returns with Tom.)

TOM: What have you been doing here?

GEORGE: *(Embarrassed)* Nothing special. I was reading a book.

TOM: And I have a surprise for you. Have you read today's newspaper?

GEORGE: Not yet.

TOM: I thought as much. Here... Have a look at this photo and read this article!

GEORGE: *(Looking at Mary's photo in the paper)* The woman we met at the port?

TOM: Yes. And just listen to the article! *(Starts reading)* " Petersburg is a big port. Every year more and more passenger liners and cargo ships dock there. They bring people and cargo from different parts of the world. Today we would like you to meet our well-known sea woman who has recently become first mate of a new ocean-going liner that will start her maiden voyage on the 10th of April. The name of this woman is... Maria Belova ... " How do you like that?

GEORGE: And you told her we would take care of her during the voyage! You shouldn't have told her that!

TOM: And you bragged about our sailing experience! You shouldn't have done that either!

GEORGE: If we had known that she was first mate, I'm sure we wouldn't have bragged so much!

Exercise 1. Learn the dialogue by heart and carry it on with your classmate in class. Render the contents of the dialogue in Indirect Speech in English.

DIALOGUE «ON BOARD THE SHIP»

- Is this the right way to the 3rd-class cabins?
- 3rd class straight ahead and then right, please.
- When do we sail?
- In 20 minutes sharp.
- Thanks. Please put those things in cabin 4, 3rd class.
- That suitcase has been labelled for the hold too.
- That must have been done by mistake. I'd rather have it with me in the cabin.
- As you say, I'll see to it.
- Am I right for first class?
- First class straight on end, then left.

Exercise 1. Learn the dialogue by heart and carry it on with your classmate in class.

Exercise 2. Translate the sentences with the keyword «sea».

1. Magellan's voyage is the greatest single human achievement on the sea. 2. I loved being out on the sea; it felt much more like real sailing than being on a lake. 3. There was a great castle built right on the sea. 4. He looked down at the sea of smiling faces before him. 5. He was all at sea. 6. That happened at full sea. 7. I never used sea before. I hear there's nothing like it. 8. Two seas wash the shores of this country. 9. We have been at sea out of sight of land for the past three weeks. 10. I like to live near the sea. 11. I see a town on the sea. 12. I like to have a swim in the sea. 13. We like to go to the sea shore. 14. They like to travel over land and sea. 15. The boat was swept out to sea. 16. Do you like to go by sea or by land? 17. There are often sea accidents. 18. The sea air is the air at the seaside, which is regarded as being good for people's health. 19. The sea breaks over the rocks. 20. Sea breeze – a breeze blowing towards the land from the sea, especially during the day owing to the relative warmth of the land.

DIALOGUE «IN THE CABIN»

- (to wife) Quite comfortable, isn't it?
- Oh, it's just lovely.
- Have you got the tickets, Ann?
- Yes, here they are. Who are we sharing the cabin with, I wonder.
- It won't be long before we find out. Well, what do we do now?
- I'll start unpacking.
- And finish about landing time? That's where I do say No. Let's go up on deck.

Exercise 1. Add some information & make up a small report and give a talk in class.

Exercise 2. Read the information & pick up the essential details in the form of quick notes.

Exercise 3. Create the beginning and the ending of the story below.

Soon we could hear the strains (sounds) of a march coming over the ship's loudspeakers as she docked. In a short time the gangway was lowered and we went on board. We could make out our friends standing near the rail. We ran up to him and showered him with questions. He said that they'd had a rather rough voyage (passage), but he hadn't been seasick one moment. "I weathered the storm like a born sailor", he said, smiling. He told us all about the daily routine and the difficulty he had had in finding his way to his cabin when he went on board in Batumi. His wife, poor sailor though she was, was sick only a few hours. After that she felt comfortable and happy, too.

Then we set out to explore the ship. We had been at it for about an hour.

Exercise 4. Compare the experiences from the article A 16-day cruise last July with yours.

The coaches, which were taken us (schoolchildren from London) to the sea station, were waiting at the school. Mr. Richardson and other teachers were checking our names on lists and handing out labels for our luggage. When we got to our ship *S.S. Devonian*, everyone looked at her with excitement. We couldn't wait to get on board and see the cabins where we were to sleep. After the ship's officers had checked our passports we were shown to our cabins. There were 15 bunks in each of them.

The bunks were in threes, I slept in the top one. At first I was afraid I would fall off, but after a while I got used to it. We unpacked our things and went on deck to watch the ship sail away from the port. The first day on the ship was very interesting. Everyone wanted to explore the ship. It was quite big and had a marvellous swimming-pool. Later we were allowed to go on the captain's bridge. But only the boys could go to the engine-room.

Every morning we had lectures or films about the next port we were to call at. Then we wrote down what we had done on the previous day in a diary. There was a prize for the best one at the end of the trip. We also had two lessons in the morning (History or Geography) and in the afternoon we played games or went swimming.

Nearly every night there was dancing. We had to go to bed at 10 and get up at 8.

There were many shore excursions at the four ports which the ship visited.

What I liked about Stockholm were its modern roads. Three days were spent in Petersburg. Russian schoolchildren had been invited to come on board the ship and we were impressed by how good their English was. The next port was Helsinki. I loved the cobbled streets and the fish market, where they were selling fish straight from the fishing-boats. It was lovely in Copenhagen, too. And, of course, we took hundreds of photographs of its streets and monuments.



CONVERSATIONS

- I have come on board without asking a lot of questions which I ought to have asked. May I ask you first of all how long the whole voyage from Odessa to Batumi is going to last?
- Three days. You'll reach Batumi on the fourth day counting from today.
- Does the ship call at many ports on the way?
- The ports of call are Sevastopol, Yalta, Novorossiysk, Sochi, Sukhumi and Poti.
- Shall we be moored there long enough to make excursions over the towns?
- The ship stops everywhere for four or five hours so you will have ample opportunity to see all these towns.
- Can I send a radiogram from on board ship? You see there are some friends whom I should like to meet me at Yalta.
- Of course you can. There's the cabin of the wireless operator who receives messages from 9 in the morning till 9 in the evening.
- Now I should like to walk a little over the ship.
- I'll be glad to accompany you. We are now aft, and then we shall pass by the captain's bridge and go forward.
- And then let us see all the cabins, 1st class, 2nd class, steerage, the lounge, the restaurant, the bar, and the cinema hall.
- Let us. Do you know there is a swimming pool on board? We must see that by all means.
- We are now entering the open sea. It strikes me the sea is rather rough today. Are you not afraid of being sea-sick? As for myself I must confess I am rather a poor sailor.
- I really do not know. It is my first voyage over the sea.
- Look at the waves! Of course it is not a regular storm, but still the sea is rather heavy. I am beginning to feel a bit uneasy. Shall we ask the captain or the mate about the weather forecast? – Let us.

AT THE CAPTAIN'S BRIDGE

- May I know if you expect a heavy sea?
- No, nothing in the way of a storm. There is always some pitching and rolling at this place, because we are rounding a cape. You will see the ship will be steadier presently.
- I wonder if the ship is not late.
- No, it is sailing strictly on schedule.
- Thank you very much for the information. Meanwhile I think I had better go down to my cabin and lie down a little. What would you advise?
- By all means lie down. And suck a lemon! There is nothing like lemon when one feels a bit sea-sick!
- Thank you very much for the advice. I'll follow it.



- I really couldn't sleep a wink last night. The noise was terrible!
- I'm sorry to hear that, sir. It was a bit stormy last night.
- It wasn't the storm – it was the engines. Now, I insist you move me immediately.
- Well, the lower decks are a bit noisier sometimes, I'm afraid.
- What about the upper decks?
- Well, there would be a supplement, I'm afraid they're fully booked.
- I don't believe it! Well, if it's noisy again tonight I shall complain to the captain!

Exercise 1. Learn the conversations by heart and carry them on with your classmate.

Exercise 2. Read the passage *Leaving home* and play out the dialogue in class.

At last all the preparations were complete: the day came when the trunks were taken to the steamer, and the hour arrived when the carriage stood at the door. Then a curious feeling of loneliness came upon the little boy. His mamma had been shut up in her room for some time; when she came down the stairs, her eyes looked large and wet, and her sweet mouth was trembling. Cedric went to her, and she bent down to him, and put his arms around her and they kissed each other. He knew something made them both sorry, though he scarcely knew what it was.

"We liked this little house, dearest, didn't we?" he said. "We always will like it, won't we?" "Yes – yes", she answered in a low, sweet voice, "Yes, darling". And then they went into the carriage and Cedric sat very close to her, and as she looked back out the window, he looked at her and stroked her hand and held it close. Then, it seemed almost directly, they were on the steamer in the midst of the wildest bustle and confusion; carriages were driving down and leaving passengers; passengers were getting into a state of excitement about baggage which had not arrived and threatened to be late.

Big trunks and cases were being bumped down and dragged about; sailors were uncoiling ropes and hurrying to and fro; officers were giving orders; ladies and gentlemen and children and nurses were coming on board – some were laughing and looked gay, some were silent and sad, here and there two or three were crying and touching their eyes with their handkerchiefs. Cedric found something to interest him on every side; he looked at the piles of rope, at the sails, at the tall masts, which seemed almost to touch the hot blue sky; he began to make plans for conversation with the sailors and gaining some information on the subject of pirates. It was just at the very last, when he was standing leaning on the railing of the upper deck and watching the final preparations, enjoying the excitement and the shouts of the sailors and wharf men, that his attention was called to a slight bustle in one of the groups not far from him.

Some one was hurriedly forcing his way through this group and coming toward him. It was a boy, with something red in his hand. It was Dick. He came up to Cedric quite breathless. "I've run all the way", he said. "I've come down to see ye (you) off. I bought this for you out of what I made yesterday. Ye kin (can) wear it when ye get among the swells. It's hankercher (handkerchief)." He poured it all forth as if in one sentence. A bell rang and he made a leap away before Cedric had time to speak.

Exercise 3. Make notes of your new knowledge about sea travelling.



Exercise 4. Add some facts about the English Channel.

Frenchmen call it "La Manche" – the sleeve – but to the English, it is the English Channel, one of the world's most extraordinary pieces of water. For centuries, the Channel has been Britain's defence against invaders. It has also been the way to the Continent, a highway crowded with ships.

Sailors know it as perhaps the most dangerous sea channel in Europe. Several armies have crossed the channel, but none have crossed for over nine centuries, although some have tried more recently. Over the years, people have crossed it by balloon, canoe, rowing boat, parachute, water-skis, and by swimming! The British seem to enjoy using the strange methods of crossing the Channel, using everything from a car to a bed.

Exercise 5. Read the text on a sea voyage and make up the dialogue from it.

It is most undignified for a heroine to be seasick. In books the more it rolls and tosses, the better she likes it. When everybody else is ill, she alone staggers along the deck, braving the elements and positively rejoicing in the storm. I regret to say that at the first roll the *Kilmodern* gave, I turned pale and hastened below. A sympathetic stewardess received me. She suggested dry toast and ginger ale.

I remained groaning in my cabin for three days. It was on the fourth day that the stewardess finally urged me up on deck. Under the impression that I should die quicker below, I had steadfastly refused to leave my bunk.

She now tempt me with the advent of Madeira. Hope rose in my breast. I could leave the boat and go ashore and be a parlour maid there. Anything for dry land. Muffled in coats and rugs, and weak as a kitten on my legs, I was hauled up and deposited, an inert mass, on a deck chair. I lay there with my eyes closed, hating life. The purser, a fair-haired young man, with a round boyish face, came and sat down beside me.

"Hullo! Feeling rather sorry for you, eh?" "Yes", I replied, hating him. "Ah, you won't know yourself in another day or two. We've had rather a nasty dusting in the Bay, but there's smooth weather ahead. I'll be taking you on at quoits tomorrow." I did not reply.

"Think you'll never recover, eh? I've seen people much worse than you, and two days later they were the life and soul of the ship. You'll be the same."

Exercise 6. Read a joke A pleasant trip and retell it.

An Englishman who was in France on a short visit wanted to go back to England. He had only enough money to pay for his ticket. As he knew that the trip would take only two days, he decided that he could live without eating those two days. So he bought a ticket and got on the ship.

When dinnertime came, he was very hungry, but he said he was not hungry. In the evening he was even hungrier, but when the waiter came to ask him to have supper, he said he was seasick, and he went to sleep hungry.

The next morning the Englishman felt half-dead with hunger: "I shall eat", he said to himself, "even if they throw me into the sea". So when dinnertime came, he went to the dining room and ate everything that was on the table before him. When the dinner was over, he quickly got up and went to his cabin. In the evening when the ship was far from London, he ate his supper and said to the waiter, "Bring me the bill for my meals."

But the waiter asked: "What bill?" "For the dinner and supper I ate." "But you paid for your meals when you bought the ticket", answered the waiter.

Exercise 7. Remember that.

All oceanic regions of the world can experience tsunamis, but the Indian and Pacific Oceans experience more frequent large, destructive tsunamis. This is due to the many large earthquakes that occur along major tectonic plate boundaries and ocean trenches. Tropical cyclones and hurricanes occur during the wet season in many places around the world. Communications may be disrupted in affected areas. You should closely monitor the local media and weather services for the most up-to-date weather information and follow the advice of local authorities.

Exercise 8. I. Making use of the words and expressions describe a modern line and one of its cabins:

A first (second, third) class cabin; upper (lower, main) deck; promenade deck; sun deck; berth; porthole; stern; bow; hold; life-boat; to be on deck.

II. Making use of the words and expressions from the text and those given below, describe the departure of a liner:

To lower (raise) the gangway – опустити (підняти) трап; to weigh the anchor – підняти (кинути) якір; to enter the open sea – вийти у відкрите море; to wave one's hand – махати рукою; the shore fades from view – берег зникає з виду. ☒

III. Making use of the words and expressions describe how you and your fellow-travellers stood a sea voyage:

To be a poor (born) sailor; to get seasick; to suffer from seasickness; the sea has grown rough; to suffer from pitching; to suffer from rolling; to run through a heavy storm.

Exercise 9. Match each negative prefix with the correct group of adjectives.

Prefixes: il- im- in- un- ir- dis-

Adjectives: comfortable, pleasant, legal, legible, literate, courteous, honest, capable, organized, practical, polite, patient, rational, regular, relevant, accurate, competent.

Exercise 10. Read the passage about the Panama Canal. Put the verbs into the simple past active or passive. The first one has been done for you.

The Panama Canal is one of the most significant engineering achievements of the twentieth century, but it was a project that took over 500 years to finally complete.

The first proposal to build a canal *was put* (put) forward in 1523. Charles V of Spain (2) ____ (order) a survey of the area, but no action (3) ____ (take). More than three centuries (4) ____ (pass) before a new attempt (5) ____ (make). A French company, under the leadership of Ferdinand de Lesseps, who (6) ____ (build) the Suez Canal, (7) (work) on the project for twenty years. They (8) ____ (begin) in 1880, but (9) ____ (defeat) by disease and financial problems.

In 1906, President Roosevelt (10) ____ (order) the US Army Corps of Engineers to begin construction, and the project (11) ____ (control) by Colonel Goethals. During the project, about 143 million cubic metres of earth (12) ____ (remove), and the entire area, which (13) ____ (infest) with malaria-carrying mosquitoes, had to be sanitized. It (14) ____ (estimate) that the project would take ten years, but in fact the work (15) ____ (complete) in the summer of 1914 at a cost of about \$ 336million.

The canal, which links the Pacific and Atlantic Ocean, is just over sixty-four kilometres long. The minimum depth is 125 m, and the minimum width is 91.5 m.

UNDER THE DECK AWNING

"Can any man – a gentleman, I mean – call a woman a pig?" The little man flung this challenge forth to the whole group. Nobody made answer.

"I ask you, Mr. Treloar, can any man call any woman a pig?" Treloar, who happened to be sitting next to him, was startled by the abruptness of the attack, and wondered what grounds he had ever given the little man to believe that he could call a woman a pig. "I should say", he begins his hesitant answer "that it-er-depends on the-er-the lady." The little man was aghast. "You mean ...?" he quavered.

"That I have seen female humans who were as bad as pigs – and worse."

Miss Caruthers was charming. No, that is not the word. She was amazing. She was a young woman, and a lady. There was nothing she could not do better than any woman and than most men. Sing, play, and swim. She could have made a fortune and a name as a public performer. She could stay under water for two minutes. I have timed her. No man on board, except Dennitson, could capture as many coins as she with a single dive. On the forward main deck was a big canvas tank with six feet of seawater.

We used to toss small coins into it. I have seen her dive from the bridge deck – no mean feat in itself – into that six-feet of water, and fetch up no less than forty-seven coins, scattered willy-nilly over the whole bottom of the tank. She fascinated every trousered human around her. Men were wax in her hands.

And don't fail to mark, in the light of what is to come, that she was a prideful woman. She ran the ship, she ran the voyage, she ran everything, and she ran Dennitson. She liked him, and that this feeling was growing, there was not a doubt. I am certain that she looked on him kinder eyes than she had ever looked with on man before. We still worshipped her, and were always hanging about waiting to be whistled up. You know Colombo, and how the native boys dive for coins in the shark-infested bay.

Of course, it is only among the ground sharks and fish sharks that venture. It is almost uncanny the way they know sharks and can sense the presence of a real killer – a tiger shark, for instance, or a gray nurse strayed up from Australian waters. Let such a shark appear, and, long before the passengers can guess, every mother's son of them is out of the water. It was after lunch, and Miss Caruthers was holding her usual court under the deck awnings. Old Captain Bentley had just been whistled up, and had granted her what he never granted before... nor since – permission for the boys to come up on the promenade deck. You see, Miss Caruthers was a swimmer, and she was interested.

She took up a collection of all our small change, and herself tossed it override, singly and in handfuls, arranging the terms of the contests, chiding a miss, giving extra rewards to clever wins, in short, managing the whole exhibition. She was especially keen on their jumping. You know, jumping feet-first from a height, it is very difficult to hold the body perpendicularly while in the air. The centre of gravity of the male body is high, and the tendency is to over topple. But the little beggars employed a method which she declared was new to her and which she desired to learn.

Leaping from the davits of the boat-deck above, they plunged downward, their faces and shoulders bowed forward, looking at the water. And only at the last moment did they abruptly straighten up and enter the water erect and true. It was a pretty sight. Their diving was not so good, though there was one of them who was excellent at it.

Some white man must have taught him, for he made the proper swan dive and did it as beautifully as I have ever seen it. You know, headfirst into the water, from a great height, the problem is to enter the water at the perfect angle. Miss the angle and it means at the least a twisted back and injury for life. But this boy could do it – seventy feet I know he cleared in one dive from the rigging – clenched hands on chest, head thrown back, sailing more like a bird, upward and out, and out and down, body flat on the air so that if it struck the surface in that position it would be split in half like a herring.

But the moment before the water is reached, the head drops forward, the hands go out and lock the arms in an arch in advance of the head, and the body curves gracefully downward and enters the water just right. This the boy did, again and again, to the delight of all of us, but particularly of Miss Caruthers. He could not have been a moment over twelve or thirteen, yet he was by far the cleverest of the gang. He was the favourite of his crowd, and its leader. Though there were a number older than he, they acknowledged his chieftaincy. He was a beautiful boy, a young god in breathing bronze eyes wide apart, intelligent and daring. Life poured out of him. His skin glowed with it. It burned in his eyes.

I swear I could almost hear it crackle from him. Looking at him, it was as if a whiff of ozone came to one's nostrils – so fresh and young was he, so resplendent with health. This was the boy. And it was he who gave the alarm in the midst of the sport. The boys made a dash of it for the gangway platform, swimming the fastest strokes they knew, pell-mell, floundering and splashing, fright in their faces, clambering out with jumps and surges, any way to get out, lending one another a hand to safety, till all were strung along the gangway and peering down into the water.

"What is the matter?" asked Miss Caruthers.

"A shark, I fancy", Captain Bently answered. "Lucky little beggars that he didn't get one of them." "Are they afraid of sharks?" she asked. "Aren't you?" he asked back.

She shuddered. "Not for the world would I venture where a shark might be", she said, and shuddered again. "They are horrible! Horrible!" The boys came up on the promenade deck, clustering close to the rail and worshipping Miss Caruthers who had flung them such a wealth of baksheesh. The performance being over, Captain Bently motioned to them to clear out. But she stopped him. "One moment, please, Captain. I have always understood that the natives are not afraid of sharks." She beckoned the boy of the swan dive nearer to her, and signed to him to dive over again.

He shook his head and long with all his crew behind him laughed as if it were a good joke. "Shark", he volunteered, pointing to the water. "No", she said.

"There is no shark". But he nodded his head positively, and the boys behind him nodded with equal positiveness. "No, no, no", she cried. And then to us.

"Who'll lend me a half-crown and a sovereign?" Immediately the half dozen of us were presenting her with crowns and sovereigns, and she accepted the two coins from young Ardmore. She held up the half-crown for the boys to see. But there was no eager rush to the rail preparatory to leaping. They stood there grinning sheepishly. She offered the coin to each one individually, and each, as his turn came, shook his head, and grinned.

Then she tossed the half-crown overboard. With wistful, regretful faces watched its silver flight through the air, but not one moved to follow it.

"Don't do it with the sovereign", Dennitson said to her in a low voice. She took no notice, but held up the gold coin before the eyes of the boy of the swan dive.

"Don't", said Captain Bentley. "I wouldn't throw a sick cat over side with a shark around." But she laughed, bent on her purpose, and continued to dazzle the boy.

"Don't tempt him", Dennitson urged. "It is a fortune to him, and he might go over after it." "Wouldn't you?" she flared at him. "If I threw it?" This last more softly.

Dennitson shook his head. "Your price is high", she said. "For how many sovereigns would you go?" "There are not enough coins to get me over side", was his answer. "For me?" she said very softly. "To save your life – yes. But not otherwise". She turned back to the boy. Again she held the coin before his eyes, dazzling him with the vastness of its value. Then she made as to toss it out; and, involuntarily, he made a half-movement toward the rail, but was checked by sharp cries of reproof from his companions.

There was anger in their voices as well. "I know it is only fooling", Dennitson said. "Carry it as far as you like, but clear water, don't throw it."

Whether it was that strange wilfulness of hers, or whether she doubted the boy could be persuaded, there is no telling. It was unexpected to all of us.

Out from the shade of the awning the coin flashed golden in the blaze of sunshine and fell toward the sea in a glittering arch. Before a hand could stay him, the boy was over the rail and curving beautifully downward after the coin.

Both were in the air at the same time. It was a pretty sight. The sovereign cut the water sharply, and at the very spot, almost at the same instant, with scarcely a splash, the boy entered. From the quicker-eyed black boys watching came an exclamation. We were all at the rail. Don't tell me it is necessary for a shark to turn on its back. That one didn't.

In the clear water, from the height we were above it, we saw everything. The shark was a big brute, and with one drive he cut the boy squarely in half. There was a murmur or something from among us who made it I did not know; it might have been I. And then there was silence.

Miss Caruthers was the first to speak. Her face was deathly white. "I... I never dreamed", she said, and laughed a short, hysterical laugh. All her pride was at work to give her control. She turned weakly toward Dennitson, and then on from one to another of us.

In her eyes was a terrible sickness, and her lips were trembling. We were brutes – oh, I know it, now that I look back upon it. But we did nothing.

"Mr. Dennitson", she said, "Tom, won't you take me below?" He never changed the direction of his gaze, which was the bleakest I have ever seen in a man's face, nor did he move an eyelid. He took a cigarette from his case and lighted it. Captain Bentley made a nasty sound in his throat and spat overboard. That was all; that and the silence.

Active vocabulary

Leaping, deck awning, coins, at the same time, clear water, surges, sharks, boys, clear water, to take no notice, silence, anger voices, laugh, terrible sickness, trembling.

Exercise 1. Read the extract Under the deck awning by Jack London & render its contents briefly in English.

Exercise 2. Write out all words and phrases according to the topic and translate them. Then make up sentences of your own.

Exercise 3. Write a small essay on the topic.

Exercise 4. Analyze the information, which is in the highlight, and use it in practice.

Exercise 5. Choose the keywords that best convey the gist of the information.

CRUISE SHIP



MS Majesty of the Seas, a cruise ship completed in 1992

A cruise ship or cruise liner is a passenger ship used for pleasure voyages, where the voyage itself and the ship's amenities are part of the experience. Cruising has become a major part of the tourism industry, with millions of passengers each year. The industry's rapid growth has seen nine or more newly built ships catering to a North American clientele added every year since 2001, as well as others servicing European clientele. Smaller markets such as the Asia-Pacific region are generally serviced by older tonnage displaced by new ships introduced into the high growth areas. Cruise ships operate mostly on routes that return passengers to their originating port. In contrast, dedicated transport oriented ocean liners do *line voyages* and typically transport passengers from one point to another, rather than on round trips. Some cruise ships also engage in longer trips which may not lead back to the same port for many months (longer round trips).

Traditionally, an ocean liner for the transoceanic trade will be built to a higher standard than a typical cruise ship, including stronger plating to withstand ocean voyages, most commonly crossing the North Atlantic.

The only dedicated transatlantic ocean liner in operation as a liner, as of December 2008, was the *Queen Mary 2* of the Cunard fleet. The liner *Queen Mary* is in service as a hotel in Long Beach, USA, the *Queen Elizabeth 2* is slated for similar duty in Dubai, and the *United States* is currently stored in Philadelphia, USA, with long-standing plans to return it to service, although this appears increasingly unlikely given its age and condition.

The first vessel built exclusively for this purpose was the *Prinzessin Victoria Luise*, designed by Albert Ballin, general manager of Hamburg-America Line.

The ship was completed in 1900. The practice of cruising grew gradually out of the transatlantic crossing tradition, which never took less than four days. In the competition for passengers, ocean liners added many luxuries – the *Titanic* being the most famous example – such as fine dining and well-appointed staterooms.

In the late 19th century, Albert Ballin, director of the Hamburg-America Line, was the first to send his transatlantic ships out on long southern cruises during the worst of the winter season of the North Atlantic. Other companies followed suit. Some of them built specialized ships designed for easy transformation between summer crossings and winter cruising. With the advent of large passenger jet aircraft in the 1960s, intercontinental travellers largely switched from ships to planes, sending the ocean liner trade into a slow decline.

Ocean liner services aimed at passengers ceased in 1986, with the notable exception of transatlantic crossings operated by the Cunard Line, catering to the niche market that enjoy the few days of luxury and enforced idleness that a liner voyage affords.

In comparison to liner crossings, cruising voyages gained popularity; slowly at first but at an increased rate from the 1980s onwards. Initially the fledgling industry was serviced primarily by small redundant liners, and even the first purpose built cruise ships were small. This changed after the success of the SS *Norway* (originally the ocean liner SS *France*, which was converted to a cruise ship) as the Caribbean's first *super-ship*.

Since then the size of cruise ships has risen dramatically to become the largest passenger ships ever built. The 1970s television show *The Love Boat*, featuring Princess Cruises' since-sold ship *Pacific Princess*, did much to raise awareness of cruises as a vacation option for ordinary people in the United States. Initially this growth was centered on the Caribbean, Alaska, and Mexico, but now encompasses all areas of the globe. Today, several hundred cruise ships ply routes worldwide.

Even larger vessels are on the horizon. Plans are set for at least two cruise ships that will be 220,000 gross tons and hold 5,400 passengers each. For certain destinations such as the Arctic and Antarctica, cruise ships are very nearly the only way to visit.

The largest passenger cruise ships are the *Freedom* class vessels owned and operated by Royal Caribbean International; these are MS *Freedom of the Seas*, MS *Liberty of the Seas* and MS *Independence of the Seas*. A fourth ship is expected by 2011. *Freedom of the Seas* is 1,112 feet (339 m) long, sits 209 feet (64 m) above the water line, and measures 160,000 gross tons. Royal Caribbean plans to continue offering the largest ships with the new Oasis class of ships. When complete, the MS *Oasis of the Seas* and MS *Allure of the Seas* will be 1,181 feet (360 m) long, sit 213 feet (65 m) above the water line, and measure 220,000 gross tons.

Cruise ships are organized much like floating hotels, with a complete hospitality staff in addition to the usual ship's crew. It is not uncommon for the most luxurious ships to have more crew and staff than passengers. As with any vessel, adequate provisioning is crucial, especially on a cruise ship serving several thousand meals at each seating.

For example, passengers & crew on the Royal Caribbean International ship *Mariner of the Seas* consume 20,000 pounds (9,000 kg) of beef, 28,000 eggs, 8,000 gallons (30,000 L) of ice cream, and 18,000 slices of pizza in a week. Many older cruise ships have had multiple owners. Since each cruise line has its own livery and often a naming theme (for instance, ships of the Holland America Line have names ending in *-dam*, e.g. *MS Statendam*, and Royal Caribbean's ships' names all end with *of the Seas*, e.g. *MS Freedom of the Seas*), it is usual for the transfer of ownership to entail a refitting and a name change.

Some ships have had a dozen or more identities. Cruise ships and former liners often find employment in applications other than those for which they were built. A shortage of hotel accommodation for the 2004 Summer Olympics led to a plan to moor a number of cruise ships in Athens to provide tourist accommodation. On September 1, 2005, FEMA contracted three Carnival Cruise Lines vessels to house Hurricane Katrina evacuees.

The number of cruise tourists worldwide in 2005 was estimated at some 14 mln. The main region for cruising was North America (70% of cruises), where the Caribbean islands were the most popular destinations. Next was Continental Europe (13%). The fastest growing segment is cruises in the Baltic Sea.

The most visited Baltic ports are Copenhagen, St. Petersburg, Tallinn, Stockholm and Helsinki. But according to 2008 CEMAR statistics the Mediterranean cruise market is going through a fast and fundamental change, Italy has won prime position as a destination for European cruises, and destination for the whole of the Mediterranean basin. The most visited ports in Mediterranean Sea are Barcelona (Spain), Civitavecchia (Italy), Palma (Spain) and Venice (Italy).

Caribbean Cruising Industry

The first journeys across the Caribbean Sea were made by Amerindian canoeists who "settled the island chains, paddling north from the river systems of the Orinoco and the Amazon". This resulted in the fight for control of the Caribbean, for the Caribbean Sea between the European powers. The sea became an economic highway for *slavers, traders, buccaneers, and fishermen*. It became a passageway for "escaped slaves, indentured labourers and settlers, and later still a watery flight path for emigrants and boat people".

Near 9,000 passengers in three ships visited St. Thomas, US Virgin Islands.

The Caribbean cruising industry is a large and growing market, and currently the most popular. Cruising has grown from "an estimated 900,850 passengers in 1983 to 2.3 million passengers in 1993". Cruise lines operating in the Caribbean include Royal Caribbean International, Princess Cruises, Carnival Cruise Line, Celebrity Cruises, Disney Cruise Line, Holland America, P&O, Cunard, and Norwegian Cruise Line. There are smaller cruise lines that cater to a more intimate feeling among their guests.

The three largest cruise operators are Carnival Corporation, Royal Caribbean International, and Star Cruises/Norwegian Cruise Lines. Many of the American cruise lines in the Caribbean depart from ports in the United States, "nearly one-third of the cruises sailed out of Miami". Other cruise ships depart from Fort Lauderdale (*Port Everglades*), Port Canaveral, New York, Tampa, Galveston, and San Juan. Many UK cruise lines base their ships out of Barbados for the Caribbean season, operating direct charter flights out of the UK and avoiding the sometimes lengthy delays at US immigration.

Cruises sailing in the Caribbean travel on itineraries depending on the port of departure and the length of the cruise. The busiest port of call is the Bahamas with "1.8 million cruise-ship arrivals in 1994". This is because its short distance from Florida is very convenient for both short and long cruises. The next most popular ports of call were "the US Virgin Islands (1.2 million), St. Maarten (718,553), Puerto Rico (680,195), the Cayman Islands (599,387), and Jamaica (595,036)". Other ports of call include: Belize City, Costa Maya, Cozumel, Antigua, Aruba, Grand Turk and Key West. St Thomas in the US Virgin Islands is particularly popular with US passengers because they get a second Duty Free allowance to use on goods purchased there. Many cruise lines also have stops at their own "private islands", more truthfully, a private section of a Caribbean island. These private resorts are reserved exclusively for passengers of the respective cruise line using the location, and frequently offer features such as an Aqua Park, Kayaking, Shipyards.

A large number of cruise ships have been built by other shipyards, but no other individual yard has reached the large numbers of built ships achieved by the three above.

A handful of old ocean liners also remain in service as cruise ships. Despite the dominance of United States-based cruise ship operators and American clients in the industry, only one ship built in the United States, the SS *The Emerald*, is still sailing.

Environmental impact

"Cruise ships generate a number of waste streams that can result in discharges to the marine environment, including sewage, gray water, hazardous wastes, oily bilge water, ballast water, and solid waste. They also emit air pollutants to the air and water.

These wastes, if not properly treated and disposed of, can be a significant source of pathogens, nutrients, and toxic substances with the potential to threaten human health and damage aquatic life. It is important, however, to keep these discharges in some perspective, because cruise ships represent a small – although highly visible – portion of the entire international shipping industry, and the waste streams described here are not unique to cruise ships. However, particular types of wastes, such as sewage, gray water, and solid waste, may be of greater concern for cruise ships relative to other seagoing vessels, because of the large numbers of passengers and crew that cruise ships carry and the large volumes of wastes that they produce. Further, because cruise ships tend to concentrate their activities in specific coastal areas and visit the same ports repeatedly (especially Florida, California, New York, Galveston, Seattle, and the waters of Alaska), their cumulative impact on a local scale could be significant, as can impacts of individual large-volume releases (either accidental or intentional)."

Active vocabulary

A cruise liner, used for pleasure voyages, tourism industry, passengers, rapid growth, clientele, to service, on routes, to operate, to orient, round trips, to transport passengers, line voyages, transoceanic trade, a typical cruise ship, to be in service, staterooms, luxury and enforced idleness, vessels, the marine environment.

Exercise 1. Summarize the information briefly in English.

Exercise 2. Specify ticket information.

- Tickets are available from ticket agents at ports or on the boats (in high season it is sometimes not possible to buy tickets on board). Ticket prices are regulated by the government
- Three classes of ticket first (luxury), second, third (deck) – most people travel deck class. If you buy on board you will probably get a tourist class ticket (deck plus 20% surcharge)
- A return ticket usually means a 10% discount.
- Half-fare for children aged 4 to 10.
- Cash payment only (credit cards not usually accepted).
- Tickets are normally non-transferable.

Exercise 3. Analyze the information, which is in the highlight, and use it in practice.



GENERAL INFORMATION

You are going to read some general information from a cruise brochure.

There are fourteen different items covered in the extract.

Match the headings below with the paragraphs in the text.

a. currency	b. embarkation	c. entertainment	d. library
e. medical services	f. on-board credit	g. postal services	h. pregnancy
i. purchases on board	j. shore excursions	k. the cruise includes	l. tipping
m. vaccination	n. what to wear		

An embarkation notice will be sent with your tickets approximately two weeks prior to your cruise departure date. Embarkation generally commences three hours before the ship sails and all passengers should be on board one hour before sailing.

On arrival at the port, all passengers are requested to have all luggages labelled showing the passenger's name, ship, port of departure, and cabin number. Your luggage will be taken care of by porters who will arrange for it to be delivered to your cabin. Full-board accommodation for the duration of the cruise.

Meals on board (commencing with dinner on the day of embarkation) consist of early morning coffee or tea, the choice of continental breakfast in the cabin or full breakfast in the dining room, lunch, afternoon tea, and dinner. The last meal on board will be breakfast on the day of disembarkation. Coffee or tea with lunch and dinner is not included.

Optional shore excursions are available at most ports of call. Details will be sent with your tickets. Excursions can only be booked on board. Payment will be by the on-board credit card system. There is a limited foreign exchange facility on board each ship where certain recognized foreign money and worldwide traveller's cheques may be exchange.

There is a charge for this service. The unit of currency on board is US dollars.

A *No Cash* system operates on all cruises for bar, wine, and beverage purchases, as well as shore excursions and services provided in the beauty salons, spas, and hairdressers.

This account is normally settled on the last evening of the cruise and payment can be made by credit card, traveller's cheques, or cash. Personal cheques and Eurocheques are not accepted on board. A service charge of 10% is added to all accounts.

A limited selection of postcards is available from the Information Office, which can also arrange to post your mail. A qualified doctor and nurse are available on all cruise ships. Payment for treatment or medication should be made on board direct to the medical personnel. Women up to their 28th week of pregnancy may travel as long as a doctor's certificate is provided. Passengers may benefit from tax-free prices on a wide selection of goods. The attractive shopping galleries feature many top Italian designer products. Gift shops and boutiques have an extensive range of clothing, gifts, and souvenirs.

Duty-free wines and spirits for consumption at home are only sold on the last day of the cruise. The Cruise Director and staff arrange a comprehensive programme of activities and entertainment on board.

Casual and comfortable. For ship and shore, casual attire and swimwear is in order during the day. For days in port, comfortable clothes and walking shoes are a must.

In the evening gentlemen require jacket and tie. For the gala Nights, a bit more formality is requested – a cocktail dress for ladies, lounge suits for gentlemen. Formal eveningwear is not essential. Passengers will find a good selection of books available on loan, free of charge.

Exercise 1. Read the information in details and use it in your practice.

Exercise 2. How would you reply to the questions from the passengers who have booked one of the cruises? Use the information in the text to find the answers.

- How long before departure do I have to get the ship?
- How many meals a day are included?
- Do I have to go on all the sightseeing trips?
- Do I need any vaccinations?
- How much cash do I need for daily expenses?
- I'm pregnant – is it OK for me to go on a cruise?
- Can I get duty-free goods whenever I want?
- How much money would I need for gratuities on a seven-day cruise?
- Do I need to pack a dinner jacket?
- What leisure activities are there on board?

Exercise 3. Use the words to complete this extract from the brochure.

These are often found in a hotel room which of them would you also expect to find in a cabin on a luxury cruise ship?

Bed-single, double, twin armchairs, TV-colour, satellite, wardrobe, drawer / chest of drawers, mirror, en suite facilities, bath shower, toilet, bidet, Jacuzzi, mini-bar, balcony, veranda, fridge, coffee table, dressing table, telephone, pillow, sheets, bedspread, bathrobe, cushions, trouser-press, hair-dryer, personal safe, multi-channel radio, iron and ironing board

Exercise 3. Explain Ticket information & Itineraries Greek ferries

Here is some information about ferries connecting the Greek mainland and islands in the central Aegean Sea.

- Car ferries largest boats, reliable, operate on main routes from Piraeus, cars are usually on 2-3 decks with other decks for passengers; conditions vary, second-class tickets include a cabin.
- Landing craft ferries large, single-platform boats with most of the deck used for carrying cars and other vehicles, operate in sheltered coastal waters only, passengers accommodated at stern.
- Hydrofoils skim fast over the water on *legs*, known as *dolphins*; twice as fast as ferries but only operate in calm sea, more expensive.
- Catamarans these boats have a flat deck, supported by two hulls, only a few in the Aegean Sea, only operate in the high season.
- Passenger boats, or local fishing boats, operating as *taxi boats*.

Exercise 4. Transfer the given information from the passages onto a table.

№	Activity			
	Event	Where	When	Score

Exercise 5. Translate some words, phrases and sentences into your native language.

Embarkation; embarkation card; ferry (bac, float, floater, raft, traject) (crossing, passage); ferryboat; to cross a river by ferry; to board (take) a ferry; to take the ferry, to cross the Stygian ferry; ferry berth (dock, quay); ferry car; ferry service; ferry train; ferry-bridge; ferryman (boatman); automobile ferry; auto passenger ferry; double-ended ferry; hover ferry; hydrofoil ferry; passenger ferry; railroad (railway) car ferry; rope ferry; sea (going) ferry; a ferry captain; a ferry ticket; taxi boats; fishing boats; rowing boat; keel boat ; to row a boat; to overturn (swamp / upset) a boat; assault boat; patrol boat; torpedo boat; a boat goes / sails; to take the boat; to sail a boat; to steer a boat; to launch / lower a boat; sailing boat; to be in the same boat; to sail in the same boat; to sail one's own boat; to rock the boat; to row/to sail a boat; to go by boat; to take a boat to; to burn one's boats; miss the boat; to go boating; boat harbour; boat load; cargo boat; tug boat.

Exercise 6. Answer the questions using the Ticket Information section.

- Where can you buy tickets at the cheapest rate?
- What is the cheapest class of ticket?
- Can babies and children travel at a cheaper price?
- What is the best way to pay for tickets?
- Can you give or sell your ticket to another passenger?
- How many direct ferries are there from Piraeus to Crete?
- Approximately how many journeys are there in a week?
- How many times a week is there a ferry from Iraklion to Phodes?

Exercise 7. Read the text and add some facts about Princess.

Unlike some other cruise lines, Princess has never compromised on the spaciousness of its accommodation. We have the largest cabins in the Caribbean for ships of Princess class, many with the added bonus of a private ___ perfect for cocktails as the sun goes down. Princess cabins have been crafted down to the last detail using coordinated fabrics in softly toning colours. Every room benefits from well-designed ___ with a shower or bath. Our cabins are also noted for their plentiful ___ and ___ space for putting your clothes. Really comfortable beds promise rest-filled nights cradled between fresh white sheets. The majority of ___ can convert to doubles and a number of cabins are designed to accommodate a third or fourth person if required.

You also find offered as standard those touches, which make all the difference between a good cruise and a truly luxurious one. Such as a ___ to wear after your shower and for your convenience during the cruise, and a luxury toiletries pack. Delicious petit fours to welcome you to your cabin and a foil-wrapped chocolate on your ___ each night. There is a ___ showing a selection of favourite films, programmes and news around the clock. A ___ offering a choice of music and the BBC World Service when available. A ___ to connect you within the ship or to anywhere in the world. And in most rooms there's a ___ for your valuables and a ___ to chill your drinks. When you travel with Princess, you'll find it all seems like a home from home. But with a window on the world.

(wine, furniture, wardrobe, enough, cabins, bathrobe, video, radio, phone, lock box, refrigerator)

Exercise 8. Read the information & pick up the essential details in the form of quick notes.

Exercise 9. Analyze the information, which is in the highlight, and use it in practice.

Exercise 10. Translate the text *The Galapagos Islands* into your native language in writing. After reading the article imagine your trip to this place.

Last year we visited the Galapagos Islands. The Galapagos are a group of islands in the Pacific Ocean, about 700 miles west of Ecuador. The area is about 3,000 square miles.

The word *galapagos* means giant tortoise, and the islands are called so because these great big tortoises live there. The big ones are very, very old. Sometimes as much as 300 years. I had a ride on the back of one once. The Galapagos are very strange islands, full of giant cactuses and many different animals, iguanas, which look like big smiling lizards.

They like to sit on the rocks all day facing the sea. They are about three feet long and are very friendly. Our friend, Karl, who lives on the Galapagos, has one who waits at the door of his house every evening. When Karl opens the door the faithful iguana comes running in and goes to sleep under the clock. In our small house we had lots of little lizards – very useful because they killed the ail flies. They were very funny to watch and we became great friends with them. One night when there was no moon and it was very dark we hunted a giant turtle with a friend who had a boat. The hunt lasted two hours.

It was very exciting and the boat nearly turned over, but we got the turtle in the end.

The next day we had turtle meat for lunch, and we all liked it very much. Once we were sitting on the rocks near our little house fishing when a lovely little penguin came swimming. He was very pretty, but I'm afraid all we could see of him was his head sticking out of the water. We did a lot of fishing because there wasn't much else to eat.

One day we caught a parrotfish. It is called a parrotfish because it has beautiful colours – blue, green, red and yellow – just like a parrot. It was very nice living on the island. Some nights there was a very big, bright full moon, so bright that you could see everything. On such nights we usually went for walks. It was very beautiful. The cactuses looked very strange and black. When there wasn't a moon, a very interesting thing happened. The sea in the little lagoons had something in it that makes it shine with a lovely green light when anything moves. So you can see all the little fishes swimming about. They look like very pretty green fireworks. That is how we caught our turtle I told you about earlier. We could see it in the water by the light it made when it moved.

Exercise 11. Put a number 1-6 next to the nouns in the box, depending on which type of transport they are associated with. Some can go into more than one category.

handlebars	runway	life-jacket	trolley	check-in desk	desk
one-way street	joy-rider	traffic lights	tyres	traffic jam	tunnel
slip road	trailer	ticket collector	track	spare tyre	lay-by
platform	jetty	service station	horn	timetable	porter
seat belt	carriage	season ticket	cargo	hand luggage	cabin
crash helmet	coach	gangway	port	customs	bike

Exercise 12. Put ticks (+) to show which verbs go with which form of transport.

	1 car	2 bus	3 train	4 plane	5 bicycle	6 ferry
get into / out / of						
get on / off						
take off / land						
ride						
drive						
catch / miss						
board						
overtake						
park						

Exercise 13. Pay attention to the grammar and translate some sentences at the bottom.

Русские существительные путешествие, поездка соответствует нескольким английским существительным: *journey, trip, tour, voyage*, различающимся по смыслу.

Существительное *journey* наиболее общее слово, обозначающее путешествие большей (меньшей) продолжительности, по суше; предполагает наличие определенного места назначения:

a journey to (from) the Crimea – путешествие в Крым (из Крыма).

Существительное *trip* чаще обозначает кратковременную поездку и скорое возвращение назад; поездку, длящуюся от нескольких часов, до нескольких дней, которая предпринимается с целью отдыха, развлечения или деловой командировки:

a pleasant (business) trip – приятная (деловая) поездка; an interesting trip down the river – интересное путешествие вниз по реке.

Существительное *tour* предполагает более или менее длительное путешествие по заранее намеченному плану, маршруту или гастрольное турне театра.

Существительное *voyage* предполагает длительное путешествие по воде, главным образом, по морю или океану.

journey of peace - поездка с миссией мира

journey on business (business trip journey) – деловая поездка

return journey - обратная поездка

journey time – время поездки, длительность поездки

Have a nice journey! - Счастливого пути!

I have a long journey to go. - Мне предстоит долгое путешествие/длительная поездка. I hope you'll enjoy your journey. - Надеюсь, вы будете довольны своим путешествием. There is an express service from Paris which completes the journey to Bordeaux in under 4 hours. You can refer to a person's experience of changing or developing from one state of mind to another as a journey. How do we go about embarking on this 'inner journey' to understand ourselves? My films try to describe a journey of discovery, both for myself and the watcher.

INFORMATION ABOUT A CRUISE

Exercise 1. A. The following text gives information to passengers going on a cruise. Some of the sentences have been removed. Read the text and then look at B.

Your holiday questions answered

▪ Can my friends come and see me off?

They are welcome to give you the traditional send-off from the pier side. ____

▪ When do I eat?

There are two sittings for meals and you can request the sitting you'd prefer, the table size you'd like. Where there is particularly heavy demand for one sitting, tables will be allocated in order of booking date. ____

▪ Special diets

Naturally we can provide diabetic, fat-free, vegetarian, and gluten-free meals. ____ In order to give us plenty of time to place the necessary orders and to give you the best possible service, please let us know your needs three to four weeks in advance.

▪ Talking of children

We want your whole family to have a wonderful holiday and we therefore provide a daily programme for children. ____ For children aged two to nine, all four ships have a Junior Club which is open from 9 a. m. to 10 p. m. ____ This operates from 6 p. m. to 2 a. m. and on *Oriana*, there is an in cabin baby listening facility.

▪ I love to shop. Can you help me?

As you'd expect, your sea – going home can provide all sorts of necessities you may have forgotten to bring – toothpaste, batteries, film, chocolate, postcards. What you may not expect, however, is the dazzling array of luxury items. ____

▪ What about keeping healthy?

Quite apart from our programmes of exercise and keep – fit classes, you'll find we have ample facilities for those who wish to stay in shape. Another reassuring fact is that all our ships have a fully equipped medical centre, complete with doctors and nurses. ____

▪ What about a good read?

All ships have a library where you'll find good books, both fact and fiction. ____

▪ Money matters

For your convenience, PEO operates a cash-free system on board. ____

▪ Going ashore

Wherever possible, your ship will dock, allowing you to come and go as you please. Sometimes, in smaller ports, the ship will anchor at sea. ____ While the ship is in port, the restaurants, bars and other facilities will be available to you.

▪ To tour or not to tour?

It's your decision entirely. We offer a comprehensive range of full – and half day tours at most ports. We will send you full details about six weeks before you sail. If you prefer to make your own arrangements, you'll find a folder of port guides in your cabin.

B.

- Advance booking is recommended, though naturally you can book at the tours office on board.
- And every day a copy of the ship's newspaper will be delivered to your cabin to keep you up to date with all the activities on board.
- Treatment is charged at private rates, but you'll find that in most cases you will be covered by your holiday insurance.
- But for security reasons, visitors are not permitted on board *Arcadia, Canberra, Victoria, or Oriana*, or in the passenger terminal.
- All your purchases can be signed for and your account can be settled by credit card, charge card, or cash at the end of your cruise.
- Fine perfumes, cameras, personal stereos, and eveningwear can all be bought on board at tempting shipboard prices.
- Kosher food can also be provided.
- Please remember that tables for two are extremely limited and cannot be guaranteed.
- At the start of your holiday you'll be invited to an informal meeting where our Youth Staff will explain the facilities in detail.
- In this case, a free shuttle service ashore will be provided.
- Children under five can also be left in our supervised night nursery.

Exercise 2. Look at the list of sea and river trips. Put them from most to least expensive.

- Caribbean cruises.
- Mediterranean cruise.
- Speedboat ride off the south coast of France.
- Round-the-world cruise on the QE2.
- Hovercraft trip across the English Channel.
- Rowing boat on a mountain lake.
- Sightseeing trip down the River Seine in Paris.
- Gondola ride in Venice.
- Canal holiday in the UK.
- Transatlantic voyage to New York.
- White-water rafting trip.
- River Nile cruise.
- 24-hour Baltic "booze-cruise" (to buy duty-free goods, especially alcohol).

Exercise 3. A. You have been asked to write the «welcome aboard» notice for passengers at the beginning of a cruise on the *Ramada Diamond*. Complete the paragraphs below using the notes and the tenses indicated. The first one has been done for you in each case.

a. Present Perfect (active or passive)

ship / completely modernize *The ship has been completely modernized.*

the restaurants / extensively redecorate

fitness centre / open / Deck C

we / also / build / new pool / upper deck

b. Simple Present (active or passive)

breakfast / serve daily / from 7-11. *Breakfast is served daily from 7-11.*

The main restaurants / open / at midday / close / 12.30

We / offer / 24-hour room service
Please note/ small charge/ make/ for this

c. Will Future (active or passive)

you/ have the chance / go ashore/ shopping or sightseeing.
You will have the chance to go ashore for shopping or sightseeing.
Passengers / take/ to the port/ by speedboat
You / collect / 6.30 p.m.
We / set sail again at 9 p.m.

d. Simple Past (active or passive)

one of the passengers / get / hold up / during a shore visit
One of the passengers got held up during a shore visit.
As a result / he / leave behind
we / have to / set sail / without him
fortunately / he / pick up / next port of call

Exercise 4. B. Now use the paragraphs you have written above to complete the text of the "welcome aboard" notice.

1. Ladies and gentlemen, welcome aboard the Ramada Diamond and to our cruise of the Caribbean. If you have sailed with us before, you will notice that the ship *has been completely modernized* _____
2. We sincerely hope that you will enjoy the gourmet food we provide and would like to remind you of mealtimes in the main restaurants _____
3. Our first port of call will be St Lucia on Wednesday _____
4. Please note: may we remind you of the importance of pick-up times, as there was an unfortunate incident on one of our recent cruises _____
5. We trust that this will not happen to you and hope you have an enjoyable cruise.

A. A tour operator is talking to a colleague about a disastrous cruise. Read what he says and rewrite the information using the passive in the appropriate tense. The first one has been done for you.

"It's been terrible. Apparently, yesterday, at the start of the cruise they were still redecorating the ship – and in fact the last I heard was that they are still painting the cabins and have only opened one of the restaurants. Everyone is furious with the company, but you can't blame them – they couldn't delay the start of the cruise because the contractors hadn't told them about the problems. I think our clients will be OK because they usually compensate passengers for this sort of thing, but they'll definitely fine the company".

- The ship / redecorate: The ship was still being redecorated.
- The cabins / still / paint.
- Only one of the restaurants / open.
- They / tell / about the problems.
- The start of the cruise / not delay.
- Passengers / compensate / this sort of thing.
- The company / definitely / fine.

Exercise 5. Analyze the information, which is in the highlight, and use it in practice.

Exercise 6. Add some information & make up a small report and give a talk in class.

Exercise 7. Translate the sentences with the keyword «cruise» into your native language.

1. This caddy can really cruise. 2. We were cruising along the road. 3. I'll cruise over to her house and see if she's home. 4. Listen, I gotta cruise. 5. It's time to cruise. 6. I'm cruising just the way I want now. 7. We went out cruising but didn't see anybody. 8. Let's cruise for a while. 9. I'm gonna cruise that math course. 10. She really cruised English this semester. 11. The guy was cruising her but she got rid of him. 12. The cabdriver cruised for an hour before being hailed. 13. The cabdriver cruised for an hour before being hailed.

Exercise 8. Choose the correct option from the words in italics. The first one's been done.

- A. Could you give me **some** / an information about boats to Paxos?
B. Yes, when would you like to go?
A. *After tomorrow / The day after tomorrow.*
B. There's hydrofoil – the Pegasus, which leaves at 11.30 every day except / a part Sunday. It gets in / to Paxos at 2.30, and stops at Lakka and Gaios.
A. How much *are / cost* the tickets?
B. An adult *fare / fee* is 5,000 drachmas.
A. Is that *one-way / single* or return?
B. Return.
A. And is there any reduction for children?
B. Yes, there's a discount of 50% for children from five to sixteen, and under-fives are free.
A. Do you have to book in *ahead / advance*?
B. No, you can get tickets on *board / ship*.
A. How long is the journey?
B. It depends a bit on the weather, but it usually *needs / takes* two and a half hours.

Exercise 9. Read the sentences. In each sentence, put one of the verbs into the will future and the other into the present simple.

A. Will or present simple?

1. I ... (give) you a ring as soon as the tickets ... (arrive).
2. A motor launch ... (take) passengers ashore when the ship ... (arrive) at Grenada.
3. I ... (give) your message to the captain before he ... (leave).
4. I ... (contact) you before I ... (confirm) the booking.
5. When we ... (get) to Luxor, we ... (visit) the temple of Karnak.

B. Will or going to?

Exercise 10. Fill in the blanks with will or the correct form of going to.

1. Have you organized your summer holiday yet? Yes, we _____ go on a cruise round the Greek Islands. 2. Do you know if there are still any places on the excursion to Abu Simbel? I'm not sure – I _____ have a word with the purser and let you know. 3. I _____ get another firm from the shop. Do you need anything? No thanks. See you later. What do you need your passport for? I _____ change some traveller's cheques. 4. I'm a bit worried about leaving these valuables in the cabin. Of course, madam. We _____ keep them for you in the safe if you like.

Exercise 11. Read the joke A Modest wish and answer a question.

Ship's captain: What did that seasick passenger say when you asked him if you could bring him anything? Steward: He said he wanted me to bring him an island.

Question: What did the passenger want to do with an island?

Exercise 12. Look at the list of sea and river trips. Put them from most to least expensive.

- Caribbean cruises.
- Mediterranean cruise.
- Speedboat ride off the south coast of France.
- Round-the-world cruise on the QE.
- Hovercraft trip across the English Channel.
- Rowing boat on a mountain lake.
- Sightseeing trip down the River Seine in Paris.
- Gondola ride in Venice.
- Canal holiday in the UK.
- Transatlantic voyage to New York.
- River Nile cruise.

Exercise 13. Read the text below. One describes a hotel and the other describes a ship. Put the words in the box into the correct spaces in the texts. The first one has been done.

Hotel & Cruise Ships

cabin service, deck, floor, two-berth cabins, chain, disembark, guests, window, check-in, double rooms, passengers, room service, check-out, embark, porthole, crew, fleet, staff

A. The Phonecia is the latest addition to our world-famous chain of luxury hotels. It has over 100 fully equipped (2) _____, and each has a large (3) _____ with a wonderful view of the sea. The facilities include a gymnasium, a cinema, a ballroom, and on the top (4) _____ there is a sun garden and swimming pool. There are three restaurants, and we also offer twenty-four-hour (5) _____. From the moment you (6) _____, the (7) _____ will be on hand to look after your every need. We pride ourselves on putting our (8)..... first, and are sure that when you (9) _____, you will want to return.

B. The Phonecia is the latest addition to our world-famous (10) _____ of luxury liners. It has over 100 fully equipped (11) _____, and each has a large (12).....with a wonderful view of the sea. The facilities include a gymnasium a cinema, a ballroom, and on the top (13) _____ there is a sun garden and swimming pool. There are three restaurants, and we also offer twenty – four-hour (14) _____. From the moment you (15) _____, the (16) _____ will be on hand to look after your every need. We pride ourselves on putting our (17) _____ first, and are sure that when you (18) _____, you will want to return.

Exercise 14. Read the holiday brochure and complete the conversation.

Brian and I had first big row last night – all about our honeymoon, of course. It was horrible! We shouted at each other! He told me that it was my fault that we'd gone to Barbados and that it had cost a fortune and had been the worst holiday he had ever had. I said that there was nothing wrong with Barbados, it was very beautiful, but the travel form was to blame. Their brochure had promised all kinds of things about the hotel and it had all been lies. I told him that he had no right to blame me and I started crying. Brian said he was sorry and that he knew that it wasn't my fault really. He said that he would go to the travel agent first thing in the morning and that he would tell them about everything that had gone wrong. I said that I would go, too because I was going to ask for our money back or another holiday. Let's see what happens tomorrow!!

Exercise 15. Put the verbs into the correct tense. Sometimes there is more than one possibility.

A Holiday in South Africa

- Good morning. Fairweather Travel, June speaking. How can I help you?
- Good morning. I (a) ____ (*look*) at your brochure on holidays in Cape Town and the Western Cape and I (b) ____ (*wonder*) if you could give me some more information?
 - Certainly. Mr...?
 - It's Lewis, Mr. Lewis.
 - Well, as it happens, Mr. Lewis, I (c) ____ (*go*) to Cape Town myself last Christmas. I (d) ____ never (*be*) there before. I (e) ____ (*do*) some research for fair-weather Travel, so I (f) ____ (*get*) to know the city pretty well.
 - Really! Then you're just the person to talk to. Tell me, (g) ____ you ____ (*feel*) safe? There (h) ____ (*be*) so much unrest in South Africa recently.
 - Well, Mr. Lewis, I (i) ____ (*visit*) many countries on behalf of Fairweather Travel, and I have to say that I (j) ____ (*feel*) very safe the whole time I (k) ____ (*travel*) round South Africa.
 - That's reassuring. My three children (l) ____ (*learn*) all about South Africa at school. They (m) ____ (*look forward*) to seeing Table Mountain. My wife (n) ____ (*hope*) to sample some South African wine. (o) ____ that ____ (*be*) possible?
 - Oh, yes indeed. There are tours to many of the vineyards and wine cellars. Your wife (p) ____ (*be able*) to try some really good wines. South Africa. (q) ____ (*produce*) some of the best wine and brandy in the world.
 - How interesting. Well, you (r) ____ (*be*) most helpful. I (s) ____ (*get*) back to you as soon as possible, after I (t) ____ (*discuss*) it all with my wife. Thank you very much. Goodbye.
 - Goodbye.



Exercise 16. Read the article on a trip down the Nile and give tour impressions about it.

Recently built in (1) _____ the MSRA is a large purpose-built Nile cruiser that can accommodate up to 140 passengers. She is an excellently designed, sleek vessel offering all the benefits of modern high technology. Facilities on board include a large restaurant, lounge, bar, sun-viewing deck with swimming pool, jacuzzi, and a small health club.

The cabin accommodation is bright and airy with large French-style windows, which open to offer splendid views of the banks of the Nile. All the cabins are fully air-conditioned with private bathrooms.

Itinerary

Day 1. London (Gatwick) depart in the morning for Luxor. Arrive Luxor in the afternoon and drive to the first class MSRA moored on the Nile at Luxor. Moor overnight in (2) _____.

Day 2. Sail at dawn to Denderah to visit the Temple of Hathor and drive across the (3) _____ to Abydos. Visit monuments, including the temples of Seti 1 and his son, Rameses II. Moor overnight in Denderah.

Day 3. Cruise to Luxor arriving at (4) _____ in the afternoon, visit the Great Temple of Karnak with the avenue of run headed sphinxes, and the Temple of Luxor, the Hypostyle Hall with its 134 columns, and the Obelisk of Queen Hatshepsut. Moor overnight in Luxor.

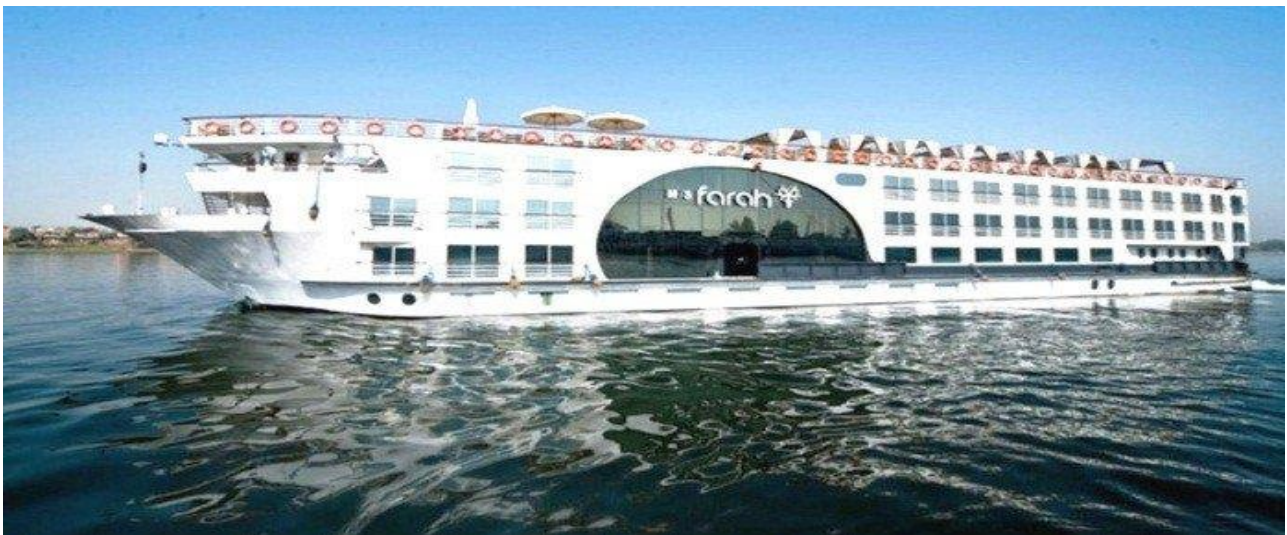
Day 4. Excursion to the valley of the Kings at Thebes to see the Royal Tombs of the New Kingdom. The tombs of 64 kings have been discovered, including the best known, that of (5) _____. Continue to the mortuary Temple of Rameses III at Medinet Habu, the Valley of the Queens, and the workmen's village of Deir ed Medina. Sail in the afternoon to Esna.

Day 5. Sail to Rdfu and visit the Ptolemaic Temple, one of the best-preserved temples in Egypt. Sail in the evening to (6) _____ for an overnight.

Day 6. Visit the temple dedicated to both Horus and Sobek at Kom Ombo, and sail to Aswan, arriving at lunchtime. Afternoon excursion to the High Dam and Philae Temple, dedicated to Isis and now rebuilt on a island between the two great dams. Moor overnight in Aswan.

Day 7. Optional excursion by (7) _____ to Abo Simbel. Visits today are made by felucca and include Elephantine Island. We will also visit the mausoleum of the Aga Khan which, being on top of a hill. Affords marvellous views over (8) _____.

Day 8. Depart Aswan in the morning by coach for Luxor airport. Fly from Luxor to London, departing in the early evening and arrive at London Gatwick in the evening.



RULES OF INTERNATIONAL ETIQUETTE

OK everyone. On a round-the world cruise you're obviously going to visit a lot of different countries and experience a lot of different cultures, and I just wanted to say a few words about what we call international etiquette – being aware of the appropriate way to behave socially, in public. We'll give you specific advice when you're going on particular shore excursions, but I thought a few general words of advice now wouldn't go amiss.

Really, it's all about respect. I'm sure a lot of you already know about visiting churches, mosques, and other religious buildings. It's important to wear appropriate clothes and cover up bare skin. Men should always wear shirts. Shorts are not a good idea for women – women should in general avoid showing bare shoulders, arms, or legs, and in mosques and temples you'll need to cover your head too.

In fact, when we're in Egypt, the Middle East, and Asia you'll also need to take off your shoes before you enter any religious building – outdoor shoes are seen as carrying all the impurities of the world. I wonder if any of you know about some other customs.

For examples, when we get to the Far East, from Singapore onwards, you should be particularly careful about your posture. The soles of your feet, for example, are considered to be the dirtiest part of your body, and you should never point your foot at someone – so crossing your legs in public is not a good idea when we're in Singapore and Thailand. Also, avoid pointing, certainly at people, but also at objects. In Japan and other far Eastern countries, blowing your nose in public is also not really acceptable.

When it comes to greeting people in different countries there are a lot of differences. You'll find Egyptian and Middle Eastern men kissing each other.

The Spanish and many southern Europeans also kiss each other on the cheeks – through not normally the men. In Japan they'll bow – and the extent of the bow depends on the respect due to that person. But for you, probably the safest way to greet someone, certainly outside Asia, is just with a firm handshake.

Although you must make sure it's your right hand: in a lot of countries, particularly African and Middle eastern countries, the left hand is regarded as unclean, so you should give things to people, pass food, and so on, with your left hand. Food and eating habits is probably the most interesting area of international etiquette, but you'll be eating in international restaurants most of the time – although I hope you can all handle chopsticks!

You probably won't get invited to anyone's home on this trip but if you ever do, make sure you check out the way to behave first. There's lots of potential for unintentionally cuisine offence. In Singapore you should always say no to a second helping of food (you'll probably get some anyway!). It's polite to leave some food on your plate at the end, whereas in somewhere like Russia that would probably offend your host! Well, perhaps that's enough on international etiquette for the moment. You'll find a lot more information in your welcome packs, and I'd like to suggest you have a good look at the section on tipping and bargaining in particular.

Exercise 1. Transfer the given information from the passages onto a table.

No	Activity			
	Rule of etiquette	Where	When	Score
1.				

Exercise 2. Remember the notion.

Etiquette – the customary code of polite behaviour in society or among members of a particular profession or group; the customs or rules governing behaviour regarded as correct or acceptable in social or official life; etiquette is a set of customs and rules for polite behaviour, especially among a particular class of people or profession.

(а) этикет, нормы поведения (неформальные правила поведения в обществе)

б) профессиональная этика)

to prescribe etiquette - предписывать определённый этикет

social etiquette - общественный этикет

diplomatic etiquette - дипломатический этикет

Exercise 3. Fill in gaps with suitable words.

Sydney has population of (a) _____. It is Australia's largest and oldest city, and it is built around the harbour, named (b) _____. Captain Cook called it this when he sailed to the area in (c) _____. Sydney wasn't planned from the start, as many later Australian cities were. It has a tight, congested centre without wide boulevards. But it is a very (d) _____ city, with the most energy and style of all Australian cities.

In Sydney, the buildings are higher, the colours are brighter and the nightlife more exciting. North of the harbour is more residential, and the south is more industrial. The two shores are joined by the Sydney Harbour Bridge, which was built in (e) _____. The city centre is (f) _____.

Sydney's most famous building, the Opera House, was opened in (g) _____. Designed in the 1950s by a young Danish architect, (h) _____, it is supposed to look like sails in the wind. It took 16 years to build. The best place to go shopping is (i) _____. The Post office is (j) _____. The climate in New South Wales is (k) _____.

There are some of the best beaches in the world, notably Bondi beach and Manly. Tourist offices are open five days a week from (l) _____ to 5 p. m.

Exercise 4. Describe briefly a special holiday in Madeira.

Last February, I (a) _____ (decide) to go on holiday to the island of Madeira. On the morning I (b) _____ (leave) England it (c) _____ (rain), but when I (d) _____ (land) in Funchal, the capital of Madeira, the sun (e) _____ (shine) and a lovely, warm breeze (f) _____ (blow) from the sea.

I (g) _____ (take) a taxi to my hotel. As I (h) _____ (sign) the register, someone (i) _____ (tap) me on the shoulder. I (j) _____ (not can) believe my eyes!. It was my old girlfriend. She (k) _____ (stay) at the same hotel. The next day, we (l) _____ (go) for a walk together in the hills, and we (m) _____ (see) hundreds of beautiful wild flowers. It (n) _____ (get) dark when we (o) _____ (return) to our hotel after a very interesting day. We (p) _____ (spend) the rest of the week together: it was very romantic. We (q) _____ (feel) very sad when the holiday (r) _____ (end).

Exercise 5. Add some information & make up a small report and give a talk in class.

Exercise 6. Read the information & pick up the essential details in the form of quick notes.

Exercise 7. Choose the keywords that best convey the gist of the information.

Exercise 8. Define the key points.

Exercise 9. Make up some dialogues from the information above.

Exercise 10. Read the dialogue and do the tasks: use the phrases from the previous exercise.

- Good Morning. It's Mr. And Mrs. Boswell, isn't it? Did you have a good time in Barbados?
 - No we did not! Where shall we begin? The flight. Why did your brochure say that we (a) _____ there in just two hours. Concorde takes four hours. Didn't you know that?
 - Then you said that the hotel (b) _____ only twenty minutes from the airport and that it (c) _____ large tropical gardens. Not true! The drive from the airport took an hour, and where are the gardens? Your brochure said that these gardens (d) _____ directly onto the beach but we couldn't see any tropical gardens, not even one palm tree! The next hotel had them but not ours! And you said there (e) _____ swimming pools and tennis courts – not in our hotel!
 - And the rooms! You said that we (f) _____ wonderful views over the sea, but we couldn't see the sea. Only the weather was good! It was a miserable honeymoon!

Exercise 11. Fill in the gaps with a suitable question.

- I'm applying for a job in East Africa.
- Are you? I used to live there. In Tanzania. I was there about ten years ago.
- Really! (a) What _____?
- It was really interesting. I was there for two years. I liked everything except the climate.
- Why (b) _____ that _____?
- Well, I was on the coast, in Dares Salaam, so it was very hot and humid all of the time.
- And the people, (c) _____?
- Very nice. Very kind. And of the course the Masai people look wonderful.
- (d) _____?
- Well, they're very tall and they wear the most amazing coloured beads, in their hair, round their necks, on their arms and legs. And the unmarried men put red mud in their hair. They're a magnificent sight.
 - I suppose you went on safari when you were there. (e) _____ that _____?
 - It was very exciting. I went to the Serengeti Plain and the Ngoro Ngoro Crater.
 - (f) Which animals _____ best?
 - Actually, I think it was the giraffes. They were so graceful, so elegant – but I liked all the animals. (g) What _____ to see if you go there?
 - The lions, of course. Especially those that live in the trees. I hope I get the job. It's been great talking to you. And you. Give me a ring and let me know what happens.

Exercise 12. Translate the parts of the dialogue into English.

What was your holiday like?

Жахливо.

Where did you go?

До моря.

The weather was bad, wasn't it?

Так, інколи справді була погана. Майже не було сонця та забагато дощило.

Where did you stay?

У готелі.

Where did you have your meals?

У ресторані готелю. Це був жах. Їжа була дуже погана. Крім того, офіціант був не вельми товариський. Він жодного разу нам не посміхнувся.

Was the hotel far from the sea?

Так, дуже. І на пляжі завжди було надзвичайно багато людей.

Did you go on any excursions?

Ні, ми не їздили на жодні екскурсії.

What did you do in the evening?

Інколи ходили на дискотеку, інколи гуляли берегом чи сиділи у готелі.

You won't go there again, will you?

Ніколи, це була найгірша відпустка у моєму житті.

Exercise 13. Imagine the holiday of your dreams – The Copa d'or Hotel Barbados.

Location

- You will fly there on Concorde in just two hours.
- The hotel is 20 minutes from the airport.
- It has four acres of tropical gardens.

Facilities

- Your room will have wonderful views over the sea.
- The beautiful gardens lead directly onto the beach.
- There are 2 swimming pools and 3 tennis courts.
- We cater especially for honeymoon couples.

Exercise 14. Summarize the information given above and make up short presentations.



CONTENTS

№	CHAPTERS & UNITS	PAGES
1.	FOREWORD	3
2.	CHAPTER I. TOWNS & CITIES	
3.	UNIT I. GETTING ABOUT A TOWN	4
4.	UNIT II. HISTORY OF TOWNS & CITIES	77
5.	UNIT III. ENGLISH TOWNS	92
6.	UNIT IV. AMERICAN CITIES	156
7.	UNIT V. CITIES OF THE WORLD	183
8.	CHAPTER II. TRAVELLING BY RAILWAY	202
9.	CHAPTER III. TRAVELLING BY AIR	252
10.	CHAPTER IV. TRAVELLING BY SEA	340
11.	CONTENTS	394
12.	LIST OF REFERENCES	395



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