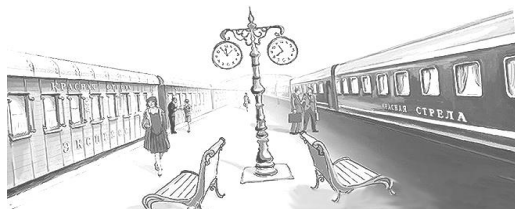


Федеральное агентство по образованию
Государственное образовательное учреждение
высшего профессионального образования
НИЖЕГОРОДСКИЙ ГОСУДАРСТВЕННЫЙ
ЛИНГВИСТИЧЕСКИЙ УНИВЕРСИТЕТ
ИМ. Н.А. ДОБРОЛЮБОВА



Путешествие поездом

Учебно-методические материалы
для студентов III курса
отделения английского языка
переводческого факультета

Нижний Новгород 2009

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Настоящие учебно-методические материалы предназначены для формирования всех компонентов иноязычной коммуникативной компетенции (языковой, речевой, социокультурной) у студентов третьего курса отделения английского языка переводческого факультета.

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ББК 81.432.1-933

Составитель С.Ю. Павлина, кандидат филологических наук, доцент кафедры теории и практики английского языка и перевода

Рецензент О.В. Петрова, кандидат филологических наук, доцент, зав. кафедрой теории и практики английского языка и перевода

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Введение

Учебно-методические материалы «Путешествие поездом» содержат современные аутентичные тексты, принадлежащие как к британскому, так и к американскому вариантам английского языка, и упражнения к ним. В заключительной части работы приводятся глоссарии, включающий наиболее распространенные термины, связанные с железнодорожным транспортом.

Тематика предлагаемых текстов охватывает различные аспекты путешествия на современных европейских скоростных поездах (Eurostar, Interrailing и др.). Кроме того, студенты знакомятся со спецификой пассажирских перевозок в США (Amtrak). В УММ также включены британские публицистические тексты, посвященные путешествию на российских поездах «Красная Стрела» и «Россия».

Предлагаемые учебные тексты неоднородны по жанру. Наряду с публицистическими текстами в качестве учебного материала используются отрывки из художественных произведений, содержащие описание железнодорожных станций, интерьеров поездов и т.д. Учебные тексты снабжены упражнениями, направленными на формирование и развитие умений студентов высказываться по проблемам организации железнодорожного сообщения в разных странах, сопоставлять различные типы поездов, давать оценку качеству железнодорожных услуг, описывать различные аспекты путешествия поездом.

Языковой материал, содержащийся в упражнениях, призван расширить репертуар используемых студентами лексических средств. Предлагаемые задания развивают умение перефразировать словосочетания и предложения, используя синонимические средства языка, определять грамматическую валентность слов и их лексическую сочетаемость, проводить стилистическую дифференциацию лексики, различать британские и американские термины и общеупотребительную лексику.

Лингвострановедческий материал содержит информацию об инфраструктуре Великобритании и США, различных типах поездов и железнодорожных билетах, способах их оформления.

UNIT I

At the Railway Station

Last Sunday, on a fine sunny morning, Ted Gatewood set out for the railway station to meet Mrs. Cracks, his mother-in-law, who was coming to see her new-bourn grandson.

It was only 8 am, and the train from London was due in at 10, but Ted preferred to come early, just to be on the safe side: his mother-in-law was sure to make a row if he was late.

The life at the railway station was busy, as usual: trains were arriving and leaving, people were meeting and seeing off their friends and relatives, porters were busy carrying luggage from the left-luggage office to the carriages and the luggage vans.

Ted bought some newspaper at the bookstall and went to the waiting-room to while away the time. When he was through with the newspapers he made up his mind to watch TV. An exciting thriller was on and Ted was so carried away with the film that he clean forgot where he was. The chimes of the railway clock brought him back to reality. It was exactly 10am. Ted's heart sank. He jumped from his seat and hurried o the platform.

The train had just come in, the passengers were alighting from it. Ted ran along the platform to the head of the train where the sleepers were. But he was surprised to see no one either in the compartments or near the carriages. The attendant assured him that all the passengers had gone away. Ted was puzzled. Mrs. Cracks couldn't have gone to their place on her own – she did not know their new address. Then it occurred to him that the lady must have travelled in a smoker because she was known to be a chain smoker. Ted rushed to the middle of the train where the smokers were, but Mrs. Crack wasn't there either. The situation was becoming very awkward.

Meanwhile the platform became deserted. Ted was at his wits end. He looked for his mother-in-law all over the station – at the entrance, at the exit, in the waiting-room, at the refreshment room and at the taxi rank –and was just about to have an announcement made over the public address system when he caught sight of the indicator board which informed that the 10 o'clock train from London was 30 minutes late. Ted rushed to the Information Office and there he was told that the fast train from London was indeed running behind time-table and the train he had seen arrive was a slow local train from Exeter.

Ted breathed a sigh of relief. He was about to return to the waiting room but then thought better of it and remained on the platform near the indicator board, just to be on the safe side.

I. Explain the meaning of the following idiomatic expressions

to be at one's wits end

to be on the safe side

to be a chain smoker

to while away the time

to catch sight of

to be carried away by

to make a row

to make up one's mind

II. Define the following words

left-luggage office, bookstall, luggage van, porter, attendant, public address system, indicator board

III. Find Russian words and phrases to express the following

attendant, to think better of it, waiting room, taxi rank, luggage van, smoker, public address system, indicator board, run behind timetable, slow train, left-luggage office, the chimes of the clock, refreshment room

IV. Say it in English

новорожденный, носильщик, прибывать, книжный киоск, справочное бюро, пассажир, проводник, купе, пригородный поезд, спальный вагон, быть в крайнем недоумении, багаж, сойти с поезда, тем временем, десятичасовой поезд из Лондона, скорый поезд

V. Supply synonyms to the following words and expressions

carriage, attendant, to arrive, to alight from the train, to get on, to rush, to remain, to look for

VI. When you travel by train, do you usually cut it fine or do you arrive at the station with some time to spare?

VII. Using the list of facilities and services, say which of them your local railway station features

porter service

left luggage office

lost property

ticket machines

first-class lounge

waiting room

meeting point

trolleys

taxi rank

station buffet

post box

public telephones

public address system (announcements by local staff)

indicator board

accessible lift

ticket office

currency exchange

first aid

bus services

closed-circuit television

VIII. Insert prepositions

The station has 16 active platforms, numbered ... 2 ... 17, and arranged in two groups. The station's main entrance is from St. John's hill, ... a foot tunnel some 15' wide running transversely ... the western end ... the seventeenth platform, and on to the northern exit which has restricted opening hours. The foot tunnel becomes very crowded ... the morning and evening rush hours, and ticket barriers ... the end ... the tunnel are a particular pinch point. A covered foot bridge connects the platforms ... the eastern end; ... contrast ... the width ... the tunnel, parts ... the foot bridge are vast; but unfortunately the footbridge does not enable entry... or exit ... the station. In the recent past, in part because ... the large number of platforms and trains, the station was somewhat confusing ... those unfamiliar ... it, who often found it difficult to establish ... which platform a particular train would run. Since 2007, a reasonably extensive system ... electronic train information displays has been installed ... the station entrance, ... the foot tunnel and ... platforms.

IX. Reproduce the text in the name of Ted/ his mother-in-law/ as it is

UNIT II

On the Red Arrow

Nowadays it is out to travel from Moscow to St.Petersburg by train. After all, there are eight jet airline flights a day with fares no higher than the cost of a rail ticket.

But I went by train all the same – by the Red Arrow, which leaves Moscow at 20 minutes past mid-night and pulls in St.Petersburg with one stop, eight hours and some 400 miles later.

There can be few trains in the world so well appointed. British Railway chiefs could learn something to their advantage from a journey on it.

From the moment you are welcomed – and I mean welcomed – on board by the door of your carriage by the white-gloved conductor to the moment you step into the chilly sea air that makes St.Petersburg so congenial to the expatriate Englishman, you are in the atmosphere of comfort equaled only by the very best hotel.

Its international carriages have two-berth compartments, complete with chairs, table, reading lights, lavish luggage space and radio – which can be switched off at will I hasten to add.

Between each two compartments is a cunningly contrived miniature bathroom, not to mention a shower compartment at the end of the carriage.

But the best thing of all is the tea – no nondescript khaki brew served in thick cups, but a scalding liquid served in glasses with elegant silver holders complete with thin slices of lemon and made, to the delight of readers of Russian novels, in a modern version of a charcoal-heated samovar hissing cheerfully away in the conductor's cubicle at the end of the carriage.

I. Find Russian words and phrases to express the following

- | | |
|-------------------------------------|--------------------------|
| 1) jet airlines | 6) expatriate |
| 2) to learn smth to one's advantage | 7) conductor's cubicle |
| 3) a well-appointed train | 8) scalding amber liquid |
| 4) congenial | 9) khaki brew |
| 5) to be complete with smth | 10) to contrive |

II. Say it in English

- 1) плата за проезд
- 2) железнодорожный билет
- 3) БЫТЬ СОПОСТАВИМЫМ С ЧЕМ-ЛИБО
- 4) двухместное купе
- 5) полка, место
- 6) душевая
- 7) подстаканник

- 8) спешу добавить
- 9) не поддающийся описанию

III Explain the difference between the following synonyms

- 1) journey/trip/voyage/ride
- 2) carriage/car/wagon
- 3) cunning/ingenious/clever

IV. Substitute synonyms for the underlined words and phrases

1. It is out to travel by train
2. It pulls into St.Petersburg eight hours later
3. You are welcomed by a white-gloved conductor
4. The carriage is complete with lavish luggage space
5. The shower compartment is at the end of the coach
6. There can be few trains in the world so well-appointed

V. A. Make a report for a British radio station, describing your journey on the Red Arrow.

B. Interview a passenger traveling in The Red Arrow international carriage.

UNIT III

Rail Ride to NYC

In the period since Macon's last train trip, something wonderful had happened to the railroad station. A skylight in shades of watery blue arched gently overhead. Pale globe lamps hung from brass hooks. Macon stood bewildered at the brand-new, gleaming ticket window. He went toward his gate

and sat down on a bench. A southbound train was announced and half the crowd went off to catch it, followed by the inevitable breathless, disheveled woman galloping through some time later with far too many bags and parcels. Arriving passengers began to straggle up the stairs. They wore the dazed expressions of people who had been elsewhere till just that instant.

Now his own train was called, so he picked up his bag and went to the platform. At the bottom of the stairs a gust of cold, fresh air hit him. Wind always seemed to be howling down these platforms, no matter what the weather elsewhere.

Most of the cars were full, it turned out. Macon gave up trying to find a completely empty seat and settled next to a plump young man with a briefcase.

The train lurched forward and then changed its mind and then lurched forward again and took off. Macon imagined he could feel little scabs of rust on the tracks; it wasn't a very smooth ride. He watched the sights of home rush toward him and disappear – a tumble of row houses, faded vacant lots, laundry hanging rigid in the cold.

“Gum?” his seatmate asked.

Macon said, “No, thanks,” and quickly opened his book. When they had been traveling an hour or so, he felt his lids grow heavy. He let his head fall back. He thought he was only resting his eyes, but he must have gone to sleep. The next thing he knew, the conductor was announcing Philadelphia. Macon jerked and sat up straight and caught his book just before it slid off his lap.

Just before they arrived, he used the restroom at the rear of the car – not ideal, but more homely than anything he would find in New York. He went to his seat and packed his book. “Going to be cold there”, his seatmate told him.

“I imagine so,” Macon said.

“Weather report says cold and windy.”

Macon did not answer.

In New York passengers scattered instantly. Macon thought of a seed pod bursting open. He refused to be rushed and made his way methodically through the crowd. Macon took a firm grip on his bag and pushed through the door to the street, where car horns blasted intensely and the air smelled gray and sharp. New York was a foreign city. He was forever taken aback by its pervasive atmosphere of purposefulness – the tight focus of its drivers, the brisk intensity of its pedestrians drilling their way through all obstacles without a glance to either side.

He hailed a cab, slid across the worn, slippery seat, and gave the address of his hotel.

I. Provide British counterparts for the following Americanisms

- | | |
|--------------|------------------|
| 1) traveling | 5) (parking) lot |
| 2) railroad | 6) restroom |
| 3) toward | 7) gray |
| 4) car | 8) cab |

II. Paraphrase the following expressions

- 1) a southbound train
- 2) to straggle up the stairs
- 3) most of the cars were full
- 4) a tumble of row houses
- 5) the conductor was announcing N.
- 6) at the rear of the car
- 7) the passengers scattered instantly
- 8) to take a firm grip on his bag
- 9) to hail a cab
- 10) it wasn't a smooth ride

III. What is the Russian for

- 1) skylight 2) disheveled 3) dazed 4) to howl
5) to blast 6) pervasive 7) track 8) scab

IV. Provide synonyms for the following words

- 1) to gleam 2) bewildered 3) inevitable 4) to lurch
5) vacant 6) rigid 7) seatmate 8) brisk

V. Say it in English

- 1) билетная касса
2) он поднял чемодан
3) порыв холодного ветра
4) при любой погоде
5) занять свободное место
6) попутчик
7) его веки смыкались
8) методично пробираться сквозь толпу
9) с усилием открыть дверь и выйти на улицу
10) объявили об отправлении поезда, следующего в южном направлении

VI. Reproduce the text in the name of a) Macon, b) his seatmate, c) as it is

Do you think Macon enjoyed train rides? Find the indications in the text, supporting your idea. Do you consider it thrilling to travel by rail? Why?

UNIT IV

A tale of two commuters

By Chris Page

How does the experience of commuters compare in Britain and Germany?

Susan from London travelled to Berlin to sample travel on Germany's railway. While Calvin from Berlin went to London to check out the trains and the Underground.

A Londoner in Germany

Susan Ranger works for a charity in London's Barbican building. She is one of more than a million people who commute into London by rail every day.

She travels from Thorpe-le-Soken in Essex to the offices of a charity in the Barbican – and pays £4,428 for her season ticket. It is a journey of just over 70 miles, so we took her to a town the same distance outside Berlin – Jessen on the river Elbe.

She left on the 0643 and, after changing trains a few stops down the line at Lutherstadt Wittenberg, stepped onto the platform at Berlin Hauptbahnhof at 0756.

Two minutes late – but she did not worry about that. The single ticket cost 22.10 euros (£15.20) – more than £10 cheaper than the same journey on Susan's normal route. She rated Deutsche Bahn trains highly for comfort.

“The trains are a lot quieter than in Britain,” she said. “And so smooth – you can really relax. The seats are bigger too.”

Transport experts put the difference in price mainly down to different levels of public funding – and the extra pressure on the UK's transport system because Britain is so densely populated.

Anthony Smyth, chief executive of the rail watchdog Passenger Focus, says passengers will judge the cost of their journeys at home in comparison with other European countries. “The fact is, for many comparable journeys it is cheaper on the passenger. We know from our research that many passengers feel they are not getting value for money.”

Richard Milton, the head of rail and the transport analyst Steer Davies Gleave, says the UK is not necessarily getting less for more. “Passengers are getting a better deal,” he says, “but I’m not sure taxpayers are.”

“Germany is very good at integration – timetables match up.”

“But the UK is better at providing information for passengers.”

A Berliner in the UK

Calvin McBride is a theatre director and property developer.

Using public transport in London was a new experience for Calvin McBride. The theatre director and property consultant uses trains and trams in Berlin every day. He has lived in the German capital for 10 years. When he joined Susan for her daily trip to work from Thorpe-le-Soken to central London, he thought the journey was very expensive at £26.10 for a single.

“For around £5 (7 euros) more, I could travel 350 km from Hamburg to Berlin, on a high-speed train which has a restaurant car,” he said.

He rated the journey reasonably good for comfort and punctuality, but he much preferred German trains. “The aisles aren’t as wide as I’m used to and you feel you’re disturbing people when you walk up and down.”

After the 80-minute train ride, it was on to the Underground in rush-hour. Calvin was happy with the conditions on the Circle Line – “not at all the crush I’d been expecting” – but found the Central Line very claustrophobic. “I have seen public transport as crowded as this in Germany, but only after football matches.”

Richard Parry, the director of strategy and service development with London Underground, says that because three million people use the Tube every day some trains will always be crowded. “But we are not fatalistic about it,” he says. “Investment we’re looking to make over the next 10 or 12 years will increase capacity by around 28%.”

International travel consultant Jim Steer says the UK has a relatively use-friendly system, but many other countries have newer networks. “The London Underground map is well known all over the world and the Tube is very easy to get around. But, on the other hand, we have old infrastructure and we haven’t kept up with the level of investment you saw in Berlin.”

Train companies say government money over the next few years will bring improvements in capacity and infrastructure. But UK passenger groups are warning that government plans to cut rail subsidies from around £4.5bn to £3bn will lead to a rise in fares.

I. Say it in English

высокая плотность населения, сделать пересадку; через несколько остановок, скоростной поезд, вагон-ресторан, ему намного больше нравятся немецкие поезда, проходы между сиденьями не такие широкие, как в Германии, восьмидесятиминутная поездка на поезде; пассажиры считают, что цена услуг, предоставляемых железной дорогой, не соответствует качеству; давка, столпотворение, увеличить пассажиропоток на 28%, на метро легко добраться в любой конец, сократить финансирование железнодорожного транспорта, повышение цен на билеты, руководитель группы наблюдателей за работой пассажирского железнодорожного транспорта

II. What is the Russian for

commuter, season ticket, single ticket, to sample travel on Germany's railways, property developer, to rate the journey reasonably good for comfort and punctuality, it was on to the Underground in rush hour, to get value for money, user-friendly system

III. Paraphrase the following expressions

to rate the trains highly for comfort

timetables match up

to commute into London by rail

to put the difference in price mainly down to different levels of public funding

for many comparable journeys it is cheaper on the passenger

to find the Central Line very claustrophobic

IV. What words are synonymous to the following vocabulary items?

journey, fare, route, railway, Underground, tale

UNIT V

Read the following newspaper articles and say what event they cover. In what way do the presentations differ? Specify the stylistic peculiarities of each text. Indicate the starting and destination points of each journey.

205 mph but Still Three Minutes Late

Yesterday, the first passenger train to take the new 68-mile high-speed British track from the tunnel into the revamped St.Pancras international was all

set to smash the two-hour mark between Paris and London until track maintenance at Calais forced it to slow down.

Despite the hold-up the train reached speeds of up to 205 mph and set a record for the fastest rail journey between the capitals.

Four hundred railway buffs, tourism officials and journalists were greeted with champagne, croissants and ragtime jazz at the beginning of their journey.

Halfway through the channel tunnel, the French driver handed the controls to his British counterpart, who took the train up to 200 mph over the Medway viaduct and under the Thames in a new tunnel. Shortly after it the train dived into the 12-mile London tunnel.

Tourist bosses on the train were enthusiastic. Neil Wootton, of travel company Premium Tours, said the shorter Eurostar times would help its day trips to Paris. “Part of the excitement of the American tourist market is about getting on Eurostar and being able to go under the sea. It’s amazing how many Americans get on and expect to see fish and whales from the tunnel.

It may be no less miraculous that Britain is now, finally, a small spur on the European high-speed rail network. But for those whisked from Paris to St.Pancras yesterday, their journey was only just beginning: with strikes paralyzing the underground and the city’s streets gridlocked, it would take many other two hours to cross London, and even more to find the slow train home.

Eurostar Blast-off

Agnes Poirier

Guardian, November 15, 2007

On the romance of the train – or the slight lack of it when there is no bagel shop at St.Pancras station

It’s like the first day at school: you do not know the place, people look at each other, uncertain, you don’t know where things are or what you are supposed to do, except that you’re here for a purpose. D-day at Eurostar

St.Pancras feels just like that. First of all, black cabs don't know where to drop you. "I haven't got a clue where it is" shouted the driver when I said that, perhaps, the entrance to King's Cross tube wasn't necessarily the right spot to abandon me.

When I eventually arrive at the terminal, everybody looks gauche, Eurostar employees and confused travelers alike, though we all smile, slightly embarrassed to be acting so nervously. People behind glass counters have today replaced the check-in barriers. At first, I think they are customs, but that doesn't make any sense, does it?

A smiling brunette checks me in and I go through security. So far, so good. Then through customs, which resemble an airport's, with a British desk in front, followed by the French one. After that mayhem – or rather terra incognita. Most people have chosen to sit down in this big open plan hall, while the others venture to queue in front of, apparently, the only shop at hand, a (closed) Caffe Nero. The improvised queue works magic: the café suddenly opens its doors.

But it stands in a desert: no newsagent, no souvenir stand, no bagel eaterie, and no postbox! Disaster, I have to go back to Paris with a week's work mail, stamped and ready to go. No time to moan, must proceed to the platform. Ah! The station and its fabulous glass roof, that's more like it.

Yet, a few minutes later, disappointment strikes again: the high-speed line is almost buried underground up to the Channel. You occasionally get a few glimpses of the countryside but, basically, the journey is noir from St.Pancras to Picardie, and that's 60 minutes long. So much for daydreaming while admiring the green pastures of Kent. Otherwise, these 20 minutes saved on the journey make a real difference. In the 12 years I have (extensively) used the Eurostar, we've gained 40 minutes.

The irony of course is that Britain, that invented the railways in the first place, has to make do with its first 68-mile high-speed line, 26 years after the first TGV, linking Paris to Lion, began operating. Why wait all that time?

Of course, for some trains will always be monotonous but for others, trains feel magic. They may look different from the old models, and the bar coaches will never have the glitz and refinement of yesteryear, when the most striking conversations could be had, but as long as this kind of excitement can be experienced on a train, then I'll always travel on them.

I. Find English words and phrases with the following meaning

- 1) пассажирский поезд
- 2) скоростная линия
- 3) ремонт железнодорожного пути
- 4) замедлить ход
- 5) задержка
- 6) установить рекорд
- 7) на середине тоннеля под проливом Ла-Манш
- 8) вскоре после этого
- 9) не менее удивительно и то, что
- 10) понятия не имею, где это
- 11) метро
- 12) творить чудеса
- 13) сувенирный киоск
- 14) почта была готова к отправке
- 15) начать функционировать, быть введенным в строй

II. Say it in Russian

- 1) revamped
- 2) to smash the two-hour mark
- 3) 205 mph
- 4) to hand the controls
- 5) the city's streets are gridlocked
- 6) the slow train
- 7) to abandon the passenger
- 8) Eurostar employees

- 9) check-in barriers
- 10) So far, so good
- 11) newsagent
- 12) That's more like it
- 13) to make do with
- 14) in the first place

III. Provide definitions for the following words

- | | |
|----------------|---------------|
| 1) D-day | 6) gauche |
| 2) counterpart | 7) mayhem |
| 3) viaduct | 8) to venture |
| 4) to whisk | 9) apparent |
| 5) blast-off | 10) moan |

IV. Paraphrase the following expressions

- 1) Part of the excitement of the American tourist market is about getting on Eurostar and being able to go under the sea.
- 2) a small spur on the European high-speed rail network
- 3) The others venture to queue in front of the only shop at hand.
- 4) The journey is noir from StPancras to Picardie.
- 5) to use Eurostar extensively

V. Insert prepositions

- 1) to reach speeds... .. 205mph
- 2) to set a record ... the fastest rail journey ... the capitals
- 3) halfway ... the Channel tunnel
- 4) to handle the controls ... his British counterpart who took the train ...
... 200 mph ... the viaduct
- 5) to dive ... the London tunnel
- 6) A smiling brunette checks me ... and I go ... security
- 7) 20 minutes saved ... the journey make a real difference

VI. Find some additional information about the Channel tunnel, the TGV, the Eurostar. Taking it into account, make your own project for the Moscow – Nizhny Novgorod high-speed line.

UNIT VI

Amtrak

Amtrak company is the main railway company providing its services at the Union station. At the station you can find Amtrak's self-service ticketing kiosk – Quik Trak. If you've booked your reservation and paid for your tickets online, you can pick up and print out your tickets on a Quik-Trak kiosk. Or, for many destinations, you can make new reservations, buy your tickets and pick them up – all at a Quik-Trak kiosk.

Each passenger can bring aboard no more than two pieces of carry-on baggage. Not included in this limit are personal items such as briefcases, purses, laptops, and infant paraphernalia such as strollers, and car seats.

Each carry-on bag must be visibly tagged with the name and address of the passenger. Passengers may use their own personal identification tags, or may obtain Amtrak baggage identification tags at the station ticket offices or onboard trains from a member of the train crew. Ski equipment, snowboards, golf clubs and bicycles may generally only be handled as checked baggage on Amtrak trains, and not as carry-ons. Items are permitted onboard when they can be safely stowed in the exterior lockers of Superliner equipment, or onboard equipment that is specifically designed to safely and securely accommodate the storage of the items.

As for checked baggage, each ticketed passenger may check up to three pieces of luggage at no charge. One should check all baggage at least 30 minutes

prior to departure, and longer for special items. Otherwise the baggage may be delayed. Checked baggage will be available for claiming generally within 30 minutes of arrival. Be prepared to identify your luggage by the claim check numbers. Claims for lost checked baggage must be submitted within 30 days of arrival at your destination station.

Uniformed Red Caps provide free baggage-handling assistance at many major Amtrak stations. One should accept assistance from only uniformed Red Cap agents. Red Caps will provide a claim check for all baggage handled. At the Union Station self-service Handcarts are also available.

Most of Amtrak long-distance trains include a full-service dining-car, which serves hot meals prepared onboard for breakfast, lunch and dinner to the passengers with sleeping accommodations and Coach Class passengers. All meals for the passengers with a sleeping accommodation are included in the price of their train ticket while coach class passengers may dine for an additional charge. Hours of operation of food-service cars vary depending on train operation.

On long-distance trips, passengers are asked to make reservations for lunch and dinner. Reservations are taken in 15-minute increments; this allows for a more pleasant dining experience, assures passengers of receiving quality service from Amtrak staff, and prevents the dining cars from becoming overcrowded during peak meal times.

Sleeping accommodations are available on most long-distance routes. Amtrak trains traveling long-distance routes typically use either two-leveled Superliner or one-leveled View-liner equipment, each of which has sleeping cars with bedrooms arranged in various configurations. Sleeping car passengers are entitled to a range of hotel-like amenities, including fresh linen and towel service, complimentary bottled water and daily newspapers.

On most Amtrak trains you have options for sitting accommodations. Each passenger paying a fare is entitled to a seat, to the extent coach seats are

available. Passengers are entitled to one seat per fare, to ensure other paying passengers are not excluded. Unless specific seats are assigned, seating is on the first-come, first-served basis. On unreserved trains, there are no guaranteed seats.

Many trains feature Quiet Car service, intended to provide a peaceful, quiet atmosphere for those who want to work or rest without distraction. Customers may not use any devices making noise, including cellular phones, pagers, handheld games without headphones, laptop computers with audible features enabled, portable CD or DVD players without headphones. Customers using headphones must keep the volume low enough so that the audio cannot be heard by the neighboring passengers. Amtrak personnel may ask passengers who fail to follow these guidelines to relocate to another car.

Conductors may dim overhead lighting, but reading lights may be used and emergency lights will remain lit. Luggage bin doors will remain closed during and between stops.

All Amtrak trains are entirely non-smoking except for the Auto Train. Passengers may smoke on station platforms at longer stops as announced by the train crews. Passengers must remain next to the train, ready to re-board immediately upon hearing the sound of the locomotive horn and the “all aboard” calls from Amtrak employees.

Smoking stops may be shortened or eliminated entirely if the train is operating late.

1. Say it in English

- 1) билетные автоматы
- 2) забронировать билет
- 3) взять с собой в вагон
- 4) личные вещи
- 5) билетная касса

- 6) сдать в багаж
- 7) камера хранения
- 8) за 30 минут до отправления поезда
- 9) доставить багаж с задержкой
- 10) багажная квитанция
- 11) заявление о получении компенсации за потерянный багаж
- 12) станция назначения
- 13) бесплатная вода в бутылках
- 14) пассажиры, сидящие рядом
- 15) перейти в другой вагон
- 16) пассажиры сами могут выбрать места в вагоне

II . Find Russian words and phrases to express the following

- 1) destination
- 2) paraphernalia
- 3) stroller
- 4) the train crew
- 5) to accommodate the storage of items
- 6) to claim the baggage
- 7) handcart
- 8) coach class passengers
- 9) to be overcrowded over peak meals times
- 10) hotel-like amenities
- 11) daily newspapers
- 12) first-come, first served basis
- 13) to feature a service
- 14) to dim overhead lighting
- 15) luggage bin
- 16) locomotive horn

- 17) with audible features enabled
- 18) Red Cap

III. Find synonyms to the following words

- 1) handcart
- 2) dining-car
- 3) to be entitled to
- 4) complimentary
- 5) conductor
- 6) to operate late
- 7) carry-on baggage
- 8) option

IV. Insert prepositions

- 1) to print ... your tickets ... a Quik-Trak kiosk
- 2) to tag the luggage ...the name and address ... the passenger
- 3) to check ... three pieces ... luggage ... no charge
- 4) to claim ... 30 minutes ... arrival
- 5) claims ... lost checked baggage
- 6) to submit ... 30 days ... arrival ... your destination station
- 7) ... long-distance trips
- 8) to make reservation ... lunch
- 9) to be taken ... 15- minute increments
- 10) to allow ... a more pleasant dining experience
- 11) to ensure passengers ... receiving quality service
- 12) to prevent dining-cars ... being overcrowded
- 13) to be entitled ... amenities
- 14) to have options ... seating accommodations
- 15) to re-board ... hearing the sound ... the locomotive horn

UNIT VII

A One-way Ticket to Siberia

Nick Haslam

I had cut a little fine, leaving 10 minutes to spare at the beginning of the longest train journey in my life. But with Vladimir, my Intourist guide, urging me to hurry through Moscow's cavernous vaulted Yaroslavl station, we found the 20 smartly painted carriages of train number 2, the *Rossia*, still waiting at the platform in the clear sun of early afternoon.

Alongside each carriage stood a uniformed train attendant and I presented my ticket before being escorted to the second-class compartment where Vladimir stowed my rucksack quickly beneath the bottom berth.

At 2 o'clock sharp, the train gave a whistle, and slowly moved out of the station, beginning the long journey to the heart of Siberia. As the suburbs of Moscow slid past the window, I settled in, unpacking books and changing into tracksuit trousers and T-shirt, the approved leisure wear for the Trans Siberian. The train attendant, a woman in her 20s called Oksana, came through distributing bedding and glass mugs with metal holders, telling me there was hot water for tea at the end of the corridor.

At eight that evening, the train pulled into Danilov, and I got down on to the platform busy with people selling food of all kinds. In the space of three minutes I was offered berries, plum jam, and other delicacies I could not identify. When the attendant beckoned frantically from the train, I thrust the money into the hands of an old woman and, clutching four pancakes, leaped back on board.

By now, in spite of the fact that I speak only a few words of Russian, and my co-passengers even less English, we were all on first name terms in the compartment. As the train rattled on into the night we shared our food and

prepared a small feast. Andrei, a young soldier going back to his regiment on the Chinese frontier, unpacked cheese, ham, eggs and sausages. Igor, returning to Yekaterinburg with Pasha, his young son, from a holiday on the Black Sea, doled out fruit, bread, and biscuits.

I slept deeply that night, in the crisply starched sheets provided by the attendant, lulled by the swaying motion of the carriage and the soothing repetitive rhythm of the wheels below.

Next morning the view from the window had changed, the train winding through thick forest with small log cabins in the clearings, smoke spiralling cozily out of chimneys. We were crossing the Urals, Europe's natural boundary, and as night fell, a large white obelisk blurred past the window heralding our arrival in Asia.

It was also a signal for Igor and Pasha to start packing, for within an hour we would arrive at Yekaterinburg. From beneath his bunk, Igor produced an immense parcel which he unwrapped to reveal a huge golden smoked fish."Look, Nick," he said proudly, "a present for my wife from the Black Sea." The train trundled slowly into the station, and after having exchanged addresses and inviting me to visit the next time I came that way, he and Pasha disappeared into the night.

By now, as I joined the queue outside the tiny wash-room in the mornings, I thought our carriage had taken on a very homely air. Passengers, who had been together since Moscow, chatted to each other in the corridor, a virtual playground for numerous small children on board.

The train attendant, making daily rounds in her apron, added to the domesticity of the scene. She did, however, show flashes of temperament. That afternoon we were rudely awakened from our torpor as she looked into the compartment and exclaimed angrily in Russian at the sight of the masculine clutter of empty beer bottles, plastic bags and newspapers.

There was no need for translation. In a flash we were out of our bunks, taking garbage out to the rubbish bin in the corridor, folding bedding and tidying up. Finally she reappeared, briskly vacuuming the carpet before sweeping out leaving us sheepishly grinning.

The train ran on Moscow time, but we were gaining an hour each day as we travelled east. In spite of my watch persistently indicating that it was 4pm, a beautiful sunset flooded the train as we crossed the Ob, one of the world's longest rivers, and came to Novosibirsk, Siberia's biggest city.

On the last day the train pulled slowly through the Altai mountains, climbing above steep sided valleys where birds of prey swooped past the windows. In eight hours we would arrive at Irkutsk, my destination.

That night, worried about oversleeping, I dozed fitfully but at 6am local time Oksana, the train attendant, knocked on the door of my compartment, and whispered "Irkutsk". Shouldering my bag, I shook Andrei's sleepily offered hand and got down off the train into the clear Siberian morning. I had travelled 5200 km in four days, and felt a pang of regret as, with Oksana waving good-buy, the train headed on to Vladivostok, still another two days further east.

Information

Nick Haslam's journey on the trans-Siberian was organized by Intourist Travel. The price of a second-class sleeper ticket in a four-berth compartment to Irkutsk from Moscow is 190 pounds excluding food – the first-class fare in a two-berth sleeper is 370 pounds.

I. Say it in English

предъявить билет

убрать вещи под нижнюю полку

спортивные брюки

раздать постельное белье

попутчик
накрахмаленные простыни
убаюканный размеренным движением
медленно подойти к станции
полка, спальное место
идти по московскому времени
хищные птицы
вагон-ресторан
бояться проспать
направляться дальше в ...
вынести хлам в мусорную корзину
билет в вагоне первого класса
билет в купе

II. Explain the meaning of the following words

cavernous, vaulted, to dole out, torpor, to swoop, glum

III. Paraphrase the following

to beckon frantically, to leap back on board, to be on first name terms,
repetitive rhythm of the wheels below, to take on a very homely air, to
doze fitfully, to get out of the train, to cut it fine

IV. Complete the sentences

1. In the space of 3 minutes...
2. I had cut it a little fine...
3. I presented my ticket ...
4. The obelisk blurred past the window...
5. The train attendant, making daily rounds in her apron...
6. In a flash we were out of our bunks...
7. I had travelled 5200 km in four days...

- V. *A. Reproduce the text in the name of Nick / the train attendant/ Andrei.*
- B. Act as a journalist and interview Nick when his journey is over.*

UNIT VIII

A First-class Ticket Back to the Past

InterRailing was a student rite of passage for Joanne O'Connor. Now, 16 years on, a new grown-up version of the rail pass inspires her to recreate the journey

- Joanne O'Connor
- The Observer,
- Sunday April 22 2007

It was the summer of 1991. Wearing flowery shorts and a cheap purple rucksack, I boarded a train at Victoria station with two friends. I don't remember much about that train journey. But I do remember the sense of giddy excitement I felt. We had four weeks, a money belt stuffed full of travellers' cheques and a rail pass that would take us almost anywhere in Europe.

Before gap years in Thailand or Australia became the norm, InterRailing was the student rite of passage. It seems tame now, but for Jenny, Steph and me, just graduated from Leeds University, this trip marked the end of a chapter, one last hurrah before returning home to the serious business of Getting A Job.

Over the following days, we tore south through France and Italy, managing to miss the major attractions of pretty much every city we visited. We went to Paris and didn't visit the Louvre or the Eiffel Tower, we went to Rome and didn't see the Sistine Chapel, we went to Florence and queued for the Uffizi gallery, but

didn't go in. We lived on a diet of croissants, bread, cheese and beer, occasionally treating ourselves to a pizza.

We slept in shared dormitories in grotty youth hostels or on overnight trains. By the time we hit Eastern Europe it all becomes a bit fuzzy. I have photographs of me in Budapest but I have no recollection of actually being there. In Vienna, I have a feeling we didn't even get off the train. Broke and exhausted, dirty and malnourished, we decided to skip Germany altogether and came home five days early. It was a blast.

Sixteen years later and nobody could be more surprised than I am to find myself in WH Smith, studying the Thomas Cook European Rail Timetable. In recognition of the fact that the horizons of the average student have widened far beyond the borders of the European Union, Rail Europe has started selling first-class InterRail passes for adults. In a further attempt to woo back the original generation of InterRailers, the passes are also now available in much shorter durations, starting from as little as three days.

I call up Steph. 'Want to go InterRailing?' There's a stunned silence. 'But not like before,' I add, hastily. 'It will be posh InterRailing: first-class travel, nice hotels, we'll sleep in real beds and we'll eat proper food in restaurants and, who knows, maybe even see some sights?'

But that's not the only way in which this journey will be different. For a start, Jenny has just had a baby so she won't be coming. And work commitments mean we'll have to condense the trip into a week. After some discussion, we decide to focus on Italy, scene of some of the biggest highs - and lows - of our first trip. The next decision is whether or not to book hotels in advance. By booking ahead, we save on the time and hassle of looking for places to stay when we get there, but we also lose the freedom to change our plans at the last minute, which is one of the great joys of this type of travel. For the first but certainly not the last time on this trip, being sensible wins out over spontaneity.

We meet at Waterloo station in London and, with a flourish of our first-class tickets, we are whisked through the fast-track lane and straight into the Business Premiere lounge. So absorbed are we in our complementary mini-croissants and free newspapers that we almost miss the train. As the Eurostar slides away from the platform and the hot flannels and lunch menu are brought round, we open a bottle of rosé and toast our new grown-up adventure.

'Can you believe Eurostar didn't even exist in 1991?' I sigh, settling back in my comfy seat. 'We had to get the ferry from Dover.'

'And there was no internet!' offers Steph. 'No lastminute.com. No mobile phones! You had to use a phone box if you wanted to call home.' She's warming to her theme now. 'No euros! Remember all those different currencies?'

'OK, stop.' I say. 'I'm starting to feel old.'

We have a few hours to kill in Paris before boarding the sleeper train which will carry us through the night to Venice. We drop our bags at the Gare du Nord, and head for the Pere Lachaise cemetery where we pay our respects to Oscar Wilde and Edith Piaf. Paris Bercy station is swarming with excited Italian and Spanish schoolchildren. The train is full but luckily we've reserved a two-bed sleeping compartment, something we would not have had the foresight, or the funds, to do on our first trip.

As we slip through the suburbs of Paris in the fading light, the guard comes to our compartment and takes our reservation for the dining car. 'This is so civilised,' says Steph. The next morning, after a fitful sleep, I pull open the blinds to see water in every direction. The train appears to be in the sea. It takes me a couple of moments to realise we are in fact crossing the rail bridge which links Venice to the Italian mainland.

Oh I wish we could stay in Venice all week! But I suppose that would be missing the point. InterRailing is not about getting under the skin of a place, it's

about skimming across the surface, dipping into a few choice highlights and then moving swiftly on to the next stop. Our next stop is Verona, the city of Romeo and Juliet. The train is a sleek, double-deck affair. At Padua dozens of university students get on. They look so young and I suddenly understand why, on that first trip, we were constantly being asked why our parents weren't with us.

Verona is well-heeled, elegant and very walkable. Twenty-four hours later and we are back on the train, heading west to Milan. It's an old-fashioned commuter train which stops at every station, but what the rolling stock lacks in glamour, the train staff more than make up for. The inspector who checks our tickets looks like Leonardo DiCaprio. It's at about this point in the journey that I realise we haven't actually spoken to anyone apart from waiters and ticket inspectors. Our original journey featured a constantly changing cast of fellow travellers. The first-class carriages are full of commuters and business people plugged into their laptops.

Milan's Stazione Centrale is terrifying in scale and decorated with carved winged horses, gargoyles, cherubs, Art Deco flourishes and mosaics. We are up early the next morning to catch a TGV train which will carry us across the Alps and up through eastern France into Paris. I've been looking forward to this journey and it occurs to me that maybe I am turning into a railway buff. It really is rather lovely travelling this way. No security checks, no queues, no interrogations.

For a city built on high fashion and international finance, Milan has an awful lot of allotments. This is another aspect of rail travel I like. Creeping up behind a city while it's looking the other way, seeing all the bits that are normally hidden from view. Steph goes off to the buffet car to get us some drinks. As she returns, the automatic doors sigh open and a whiff of egg sandwiches, warm air and the sound of small children wailing wafts in from the carriage next door. 'It's hell

back there,' she says, gesturing towards the standard-class carriage. 'I'm SO glad we are travelling first-class'.

'What was the buffet car like?' I ask. 'Uninspiring. I think I was imagining a dining car with white linen table cloths.'

Hmmm. I can see the stakes are getting higher. It will have to be the Orient Express next time.

Tonight is our last night. Perhaps we should go to a nightclub? I'm worried this trip has been too sedate, too uneventful. There have been no mishaps, no narrow escapes, and none of the giddy sense of possibility that characterised our first InterRail trip. But on the plus side, I feel quite good. Like I've had a holiday. I am not suffering from malnourishment or sleep deprivation. And I do feel like I've been to these places now. This trip was just as much fun as the first one. But perhaps my idea of fun has changed.

At 1610 we pull into the Gare de l'Est. Paris is basking in a spring heatwave and the trees are in blossom. We dump our bags in the hotel and head straight for the Louvre. It's my sixth visit to Paris and I'm determined actually to go inside this time rather than just having my picture taken by the glass pyramid.

But we don't go in, of course. We take pictures of each other standing in front of the pyramid then, somehow, end up sitting in the cafe talking about friends and boyfriends and the best-selling novels that neither of us has quite got around to writing yet. The Louvre will have to wait until next time. Some things don't change.

Essentials

InterRail has revamped its range of passes. The old 'zones' system has been replaced and passengers can now opt for a single-country pass or a global pass, which is valid in all participating countries. Passes are available for durations ranging from three days up to one month. First-class passes have also been

introduced. Prices for a global Flexi pass which gives five days travel within a 10 day period, start at £117 for a youth (under 26). Adult standard-class passes start at £182, while adult first-class passes start at £241. Return fares on Eurostar from London to Paris start at £59 in standard class.

I. Answer the questions to the text

1. Where did Joanne's journey start back in 1991?
2. Describe the way she felt about it.
3. What was InterRailing for Joanne and her friends?
4. Did they see major attractions while travelling through France and Italy?
5. What sort of diet did they live on?
6. What sleeping arrangements did they have during their journey?
7. Why did they return home five days early?
8. Why did the friends want to go InterRailing 16 years on?
9. Why did they have to condense the trip into a week?
10. What did they think about booking ahead?
11. Describe the way Joanne and Steph boarded the Eurostar.
12. How did they get from Paris to Venice?
13. Who took their reservations for the dining car?
14. What type of train did they take to get to Verona?
15. What made up for the lack of comfort on the commuter train to Milan?
16. Why were Joanne and Steph so glad they were travelling first class?
17. What did Steph think about the buffet car?
18. What are the weak and the strong points of the author's second InterRail journey, in her view?
19. What was their stop in Paris like?

II. Make a list of trains described in the article

III. Say it in Russian

rail pass, gap year, rite of passage, overnight train, to woo back, posh, hassle, to whisk through the fast-track lane, comfy seat, to pay respect to, to pull open the blinds, to skim, sleek, to make up for, railway buff, the stakes are getting higher, sedate, narrow escape, to bask in a spring heatwave, to end up doing smth, to opt for, a blast, a fitful sleep, well-heeled

IV. Insert prepositions

1. To treat ourselves ... a pizza
2. To condense the trip ... a week
3. Being sensible wins spontaneity
4. The hot flannels and lunch menu are brought ...
5. To warm ... one's theme
6. To pay respect ... Oscar Wild
7. To swarm ... schoolchildren
8. To take reservations ... the dining car
9. To skim ... the surface
10. To be back ... the train, heading west ... Milan
11. To head straight ...

V. Find English words and phrases to express the following

1. Стоять в очереди, чтобы попасть в галерею Уффици
2. Нас настолько привлекли бесплатные газеты и булочки, что мы чуть не опоздали на поезд
3. Поезд плавно отошел от станции
4. Жаль, что мы не можем провести в Венеции целую неделю!
5. Я твердо решила попасть в сам музей, а не только сфотографироваться у стеклянной пирамиды

UNIT IX

I. Act out the following conversations

I

A: Come along, we are only just in time for the train.

B: Oh, no! We're all right; it doesn't go out for another twenty minutes yet.

A: I thought we went at 12.30

B: No, not till 12.50

A: Oh, that's all right! Have you got the tickets?

B: No, let's go along to the booking-office. I want a few magazines and a newspaper, so we'll call at the bookstall on the way.

A: Yes, and I've left my bag in the left luggage, I'll just slip along there and reclaim it while you get the tickets and newspapers.

B: Right, I'll meet you outside the left-luggage office in ten minutes' time

II

A: I'm glad you are coming on my train, we can travel together. Have you a reserved seat?

B: No, the train isn't very crowded and we'll get a seat quite easily. Here is a porter; he can put our bags in the guard's van and find us seats. Porter!

Porter: Yes, sir. You want these bags to go into the luggage van of the 12.50. Are the bags labeled, sir?

A: Yes, there's a tie-on label on mine and a stick-on label on my friend's. Get us two corner seats in a first-class smoker.

Porter: Very good, sir. Better come along at once; the train is filling up quickly. Platform 14.

B: Ah, here we are! How do you like to sit, facing the engine or with your back to it?

A: I don't mind either way, but if it's all the same to you I'd prefer to sit the way the train is going.

B: That will suit me perfectly. So I'll sit with my back to the engine.

III

A: Well, here we are, ready for the journey.

B: Put that small bag on the rack above your head, will you? I'll just go along the corridor and see where the dining car is and book for the first service; I'm hungry.

A: Right, we shan't be long now, the signals are down and the guard is blowing the whistle. We're off now.

IV

Clerk: Yes, sir, what information can I give you?

Inquirer: Does the 9.30 train still run to Bournemouth on Saturday mornings?

Clerk: No, it doesn't, sir. The new timetable came into operation last Monday, and the 9.30 train has been cancelled. There is a train at 10.15, however, just three-quarters of an hour later.

Inquirer: And when is the next one after that?

Clerk: At 12.30

Inquirer: Are they both non-stops?

Clerk: The 12.10 is. It is a Weymouth train – Bournemouth first stop. But the 1015 doesn't go farther than Bournemouth.

Inquirer: What time is it due in?

Clerk: Due in at Bournemouth at 12.40 pm

Inquirer: I suppose weekend excursion tickets are available by this train?

Clerk: Certainly, sir.

Inquirer: Much obliged. Good morning.

Clerk: Good morning, sir.

VOCABULARY TO UNITS I – IX

| | |
|-------------------------------|-------------------------------|
| Railway (BrE)/ railroad (AmE) | железная дорога |
| Station master | начальник станции |
| Ticket inspector/ collector | контролер |
| Train attendant | проводник |
| Porter | носильщик |
| Booking/ ticket clerk | билетный кассир |
| | |
| Inquiry office | справочное бюро |
| Booking office | билетная касса |
| Ticket machine | билетные автоматы |
| Waiting room | зал ожидания |
| Left luggage | камера хранения |
| Indicator board | информационное табло |
| Public address system | система оповещения пассажиров |
| Time-table | расписание |
| Book stall | книжный киоск |
| | |
| Express train | экспресс |
| Fast train | скорый поезд |
| Non-stop train | скорый поезд |
| Slow train | пассажирский поезд |
| Local train | пригородный поезд |
| Through train | прямой поезд |
| Overnight train | ночной поезд |
| Carriage/ coach | вагон |
| Dining-car | вагон-ресторан |
| Sleeper | спальный вагон |

| | |
|----------------------------------|---|
| Non-smoker | вагон для некурящих |
| Smoker | вагон для курящих |
| Compartment | купе |
| Berth/ bunk | полка |
| Luggage rack | багажная полка |
| Single ticket | билет в один конец |
| Return ticket | билет «туда» и «обратно» |
| Day excursion/ day trip ticket | билет по сниженной цене |
| Through ticket | билет до места назначения |
| First-class ticket | билет первого класса |
| Standard-class ticket | билет стандартного класса |
| Season ticket | проездной на 7 и более дней |
| Railcard | карточка, позволяющая купить билет со скидкой |
| Smartcard | карточка, на которой храниться электронный билет |
| Zonal ticket | билет на проезд в рамках определенного района |
| Penalty fare | штраф |
| Penalty fare notice | квитанция о штрафе |
| Compulsory ticket area | зона, доступ в которую возможен лишь по предъявлении билета |
| Book in advance | заказать заранее |
| Reserve a seat | предварительно заказывать места |
| Seat | место |
| Sit facing the engine | сидеть лицом по ходу поезда |
| Sit with your back to the engine | сидеть спиной по ходу поезда |

| | |
|---------------------------------------|---|
| Cancel a booking | отменить заказ |
| Bedding | постельные принадлежности |
| Get on/ board the train | сесть на поезд |
| Get off/ alight from the train | сойти с поезда |
| Change trains | сделать пересадку |
| Run on time | идти по расписанию |
| Fall/ be behind timetable | опаздывать |
| Arrive/ come in | прибывать |
| Leave/ depart | отправляться |
| Cancel a train | отменить поезд |
| Delay a train | задержать отправление поезда |
| Luggage | багаж |
| Piece of luggage | багажное место |
| Articles | коробки, пакеты, музыкальные инструменты, игрушки, все, что не подпадает под определение багажа |
| Suitcase | чемодан |
| Briefcase | «дипломат» |
| Lap-top computer case | сумка для «ноутбука» |
| Holdall | вещевой мешок, сумка |
| Carrier bag | сумка для покупок |
| Deposit one's luggage | сдать багаж на хранение |
| Reclaim one's luggage | взять багаж |
| Destination | место назначения |
| Railway terminus (BrE)/ terminal(AmE) | конечная станция |

Светлана Юрьевна Павлина

Путешествие поездом

Учебно-методические материалы
для студентов III курса
отделения английского языка
переводческого факультета

Редакторы: Л.П. Шахрова
Н.И. Морозова

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Типография НГЛУ им. Н.А. Добролюбова
603155, Н. Новгород, ул. Минина, 31 а