

**МИНИСТЕРСТВО НАУКИ И ВЫСШЕГО ОБРАЗОВАНИЯ РОССИЙСКОЙ
ФЕДЕРАЦИИ**

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FOCUS ON TRAVEL

Путешествие

Учебное пособие для студентов

III курса отделения английского языка

переводческого факультета

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Предлагаемое пособие предназначено для совершенствования иноязычной коммуникативной компетенции в рамках тематических областей «Транспорт» и «Путешествие». Пособие может быть использовано как в рамках аудиторных занятий по практике английского языка на III курсе, так и при самостоятельной подготовке студентов.

В пособие включены тексты различных жанров. Это и газетные статьи, и отрывки из художественных произведений, и информационные тексты авиакомпаний и железнодорожных служб. Материалы построены на основе принципа обучения языку через содержание и преследуют цель помочь студентам овладеть тематической лексикой и терминологией при обсуждении различных аспектов, связанных с воздушным, водным и железнодорожным транспортом. Тексты сопровождаются упражнениями и заданиями, направленными на формирование навыков анализа текста, логичного построения аргументации, а также на обогащение словарного запаса студентов.

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TRAVELLING BY RAIL

UNIT I

The Upsides of Train Travel

Train travel is easily the most underrated form of long-distance travel out there. Air travel certainly has its ups and downs, and 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 travelling from city to city within a continent, they're great.

Boarding a train is one of the best ways to see the world — in style. Here are some reasons to consider riding the rails:

- Comfort

Train rides are smooth and turbulence-free. Seats are usually roomy enough -- certainly roomier than the back seat of a car or an economy-class airplane seat. Rail travel allows you to stretch out, make friends, and enjoy the ride.

- Food

Modern trains have separate, dedicated dining cars; a train also offers the opportunity to dine in your seat, in style. From full sit-down meals to more informal food service, many trains have one or more option for onboard dining.

- Speed

Waiting in queues is a necessary evil of travel, but rail travel eliminates much of this inconvenience. There's no airport security check, shorter luggage claim processes, and a shorter distance between your feet on the station floor and your designated seat.

- Scenery

Rail travel offers a view to some of the world's most breathtaking scenery, up close and personal. 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.

- Freedom

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. You're free to eat, drink, nap and get up to stretch your legs whenever you like.

- Convenience

Many major airports are located great distances from city centers, meaning that, once your (potentially lengthy) plane journey has wrapped up, you've still got a bit more travelling to go before you reach your destination. Train stations, by contrast, are usually centrally located; getting from your seat to the city is just a matter of a few steps.

- Peace and quiet

Long, meditative train journeys offer plenty of time for reflection — especially since, when travelling by rail, there are generally fewer announcements and security procedures. Air travel involves a lot of waiting in queues -- check-in queues, security queues, boarding queues. Train travel eliminates those queues. Most railway services do not involve check-in, and have self-service ticket kiosks or use e-tickets instead. There may be a queue to board, but it should go quickly. For the most part, you just arrive and walk on to your train.

- Cost

In general trains are cheaper than flying, especially short distances. In addition, many railway services offer discounts that you'll never see airlines touting. Some railway services let children under 2 years old ride free and kids ages 2 to 15 ride half price. Train prices are also generally rather stable, so there's no need to track price trends as you would for airfare.

- Environmental implications

According to the *Guardian*, worldwide, road users (motorists) account for 71% of transport CO2 emissions, air travel makes up 12.3% and shipping comprises

14.3%. By contrast, rail travel claims a measly 1.8% — making it, clearly, the greenest choice.

I. Say it in Russian

To track price trends, to go awry, airfare, remote areas, luggage claim, scenic, to reach your destination, to eliminate, measly

II. Say it in English

Недооценивать, взлет, посадка, вместительный, свободный; вагон-ресторан, размять ноги, билетный автомат

III. Insert prepositions

- It is stress-free most circumstances.
- You can move ... the train ... frequently ... you wish.
- Road users account ... 71% of transport CO2 emissions
- Air travel makes ... 12.3%
- Rail travel ... contrast claims a measly 1.8%.
- You can dine ... your seat.
- Your plane journey has wrapped ...

IV. Paraphrase the following

- To have ups and downs
- To let children ride half price
- To have access to smth
- To board a train
- To offer discounts that you'll never see airlines touting

V. Speak about the advantages of train travel from your own perspective, arranging the arguments from the text in your own order of importance.

UNIT II

Europe's Best Night Trains

By Tom Hall

8 October 2010

The opposite of fast daytime services, night trains chug at a relaxed pace, aiming to deliver passengers refreshed and ready for the day rather than getting from A to B in the shortest possible time. These trains do more than save on a night's accommodation. They are often an adventure in themselves, transporting travellers, families and business people on what can be a rolling party. Some are the finest train journeys you will ever be lucky enough to take.

Most services offer a mixture of sleeper compartments with room for two or four passengers, six-person dormitory-style couchettes and seat accommodation. Go for the best one you can afford, and book ahead by at least a few days, especially at busy times. Berths go on sale between 30 and 120 days in advance, depending on where you are travelling.

Here are some essential night train journeys.

Moscow to St Petersburg

The Red Arrow offers 75 years of history, comfy beds and its own theme. When the train with all the travellers splashing out on something special, pulls out of St Petersburg just before midnight each evening, Glière's rousing Hymn to the Great City sounds out. Those on board settle down for a gentle ride through the night, snoozing in the grand style that Russians have been rightly proud of for generations.

London to Fort William

Great Britain has only two sleeper trains. The Night Riviera runs southwest from London's Paddington Station and keeps going until it runs out of land at Penzance in Cornwall. But it is the Caledonian Sleeper that gets Britons most excited. This legendary train leaves Euston Station each night and, via a series of carriage shuffles unnoticed by the snoozing passenger, reaches Glasgow, Edinburgh, Inverness, Aberdeen, Fort William and points in between. The Fort William service is the most spectacular, offering a night on the rails and a morning crossing wonderful Highland scenery before depositing fresh-faced passengers from the two carriages to have made it all the way at the foot of the path up Ben Nevis, the country's highest peak.

Amsterdam to Copenhagen

CityNightLine services are at the top of the list for night-train standards in Europe. These carriages run on night services within Germany and connecting with other countries. These modern trains offer reclining seats and six-, four- and two-person berths. Best of all, thanks to Deutsche Bahn's SparNight promotions you can travel for as little as €29 in a seat or €49 in a bed. Amsterdam to Copenhagen via Hamburg is one of the most useful routes to travellers, and gives you a few hours of looking at Denmark out the window before arrival.

I. Say it in Russian

Fast daytime services, to chug, sleeper compartments, couchettes, essential, to offer its own theme, to deposit fresh-faced passengers, reclining seats

II. Say it in English

В кратчайшие сроки, заказывать заранее, бодряя мелодия, направляться на юго-запад.

III. Insert prepositions

- To go a relaxed pace.
- To go ... the best one you can afford.
- To book ahead ... at least a few days
- To settle a gentle ride ... the night
- To deposit ... the foot ... the path ... Ben Nevis
- To run ... night services ... Germany
- To look ... Denmark ... the window ... arrival
- To be the opposite ... some service

IV. Paraphrase the following

- To save on a night's accommodation
- Berths go on sale between 30 and 120 days in advance
- To splash out on something special
- To reach destination via a series of carriage shuffles

<http://www.bbc.com/travel/story/20100915-europes-8-best-night-trains>

On the Red Arrow

Nowadays it is out to travel from Moscow to StPetersburg by train. After all, there are many 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 StPetersburg 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 StPetersburg 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, o 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
- 4) congenial
- 5) to be complete with smth

- 8) scalding amber liquid
- 9) khaki brew
- 10) to contrive

II. Say it in English

Плата за проезд, железнодорожный билет, быть сопоставимым с чем-либо, двухместное купе; полка, место; душевая, подстаканник, поспешить добавить, неопиcуемый.

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

- It is out to travel by train
- It pulls into StPetersburg eight hours later
- You are welcomed by a white-gloved conductor
- The carriage is complete with lavish luggage space
- The shower compartment is at the end of the coach
- 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.

(From *An Accidental Tourist* by Anne Tylor)

I. Provide British counterparts for the following Americanisms

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

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) to scatter instantly | 8) to take a firm grip on his bag |
| 9) to hail a cab | 10) a smooth ride |

III. Say it in Russian

Skylight, disheveled, dazed, to howl, to blast, pervasive, track, 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

Билетная касса, поднять чемодан, порыв холодного ветра, при любой погоде, занять свободное место, попутчик, смыкаться (о веках), методично пробираться сквозь толпу, с усилием открыть дверь и выйти на улицу, объявить об отправлении поезда, следующего в южном направлении.

VI. Reproduce the text in the name of a) Macon, b) his seatmate, 3) 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 user-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, 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. Say it in Russian

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.

BBC 16 September 2007

UNIT V

High-speed Trains

Shanghai's Magnetic Levitation Train

Shanghai's magnetic levitation train, which connects Pudong International Airport to the city's subway system, can hit speeds of 430kph.

By Larry Bleiberg

26 January 2017

I stepped away from the check-in desk, boarding pass in hand. My flight was scheduled to depart Shanghai in just more than two hours, but instead of heading to the gates, I turned to walk away.

If I timed it right, there was a chance for one last adventure before I left China. I wanted to ride the fastest commercial train on the planet.

Shanghai's magnetic levitation train connects Pudong International Airport to the city's metro system, hitting speeds of 430kph, faster than one-third of the speed of sound. As one of the few publicly accessible maglevs in the world, it's a technological wonder you'd expect to find in a theme park, not on a transit map.

The train station sits in the middle of the airport, with signs guiding the way in Chinese and English along with a cool graphic of a train floating above a rail. It's not artistic license. Instead of running on wheels, maglevs glide, eliminating the drag of friction. And the science is surprisingly simple. Anyone who has ever played with

magnets knows that positive and negative poles attract each other, while two positives (or negatives) push each other away. Maglevs harness that repulsion by rapidly switching on and off electromagnets to propel the carriages forward at astonishing speeds.

I'm no trainspotter, but as a transportation nut, this was something I had to try. It took several minutes to reach the station, where I found a ticket machine and surveyed my options. A roundtrip cost 80 yuan, much less than a pass for Shanghai Disneyland, I reasoned. There was even a first class option, but I passed it up, figuring that on the world's most advanced train, economy is hardly slumming it. And then I looked at the map and hesitated, realizing what I was about to do.

If everything went as promised, I would rocket 30km away from my boarding gate. When I arrived at the Longyang Road station less than eight minutes later, the idea was to exit and immediately catch the next train back. If all went as planned, the entire 60km round-trip would take less than 20 minutes.

If not, there was going to be an interesting conversation with an airline representative explaining why I had missed my flight. This was my last chance to bail. Sucking in my breath, I shoved a 100-yuan bill into the machine.

A moment later I stepped into a gleaming, gold-pillared entrance hall. A digital clock counted down the seconds to the next departure. Thanks to my hesitation at the ticket machine I had just missed the previous train, and it would be nearly eight minutes until the next one arrived.

Before the clock reached one minute, a sleek, white, four-carriage train hummed into the station. The doors slid open and I stepped into a clean, modern vehicle with blue corduroy seats. Nice enough, but nothing remarkable except for a digital clock and speedometer at each end of the carriage.

The moment the countdown clock hit zero, the doors shut and we slipped out of the station. The train immediately accelerated, and, like a high-tech drag racer, it kept accelerating. In no time, the speedometer reached 100kph, then 200. With each milestone, the carriage grew more animated. I'd expected my fellow travellers to be

nonchalant, flipping through their smartphones and ignoring the marvel of the trip. Instead they were giddy as school children.

At 300kph, passengers began standing in the aisle, posing for pictures in front of the speedometer. Landscape smeared by the windows. Inside the car, a white noise hum grew louder. "I feel like I'm flying," yelled out Tin Nguyen, a visitor from California.

A moment later, we topped out at 431kph, hovering there just long enough to bask in the wonder. Then the train began to slow: 300kph, then 250. At 100, it felt like we were crawling.

I grabbed my bag, readying for a quick transfer. When the doors parted, I rushed toward the exit, but instead of turning left to leave the station, I turned right. I slid my fare card into the turnstile, hurried to the platform and was surprised to find myself at the same carriage I had just exited. I could have stayed on board, saving the price of a roundtrip ticket. A maglev rookie error.

On the return journey I noticed new details about the experience, like the traffic that crawled on the highway parallel to the tracks and then disappeared into a blur as we gained speed. About four minutes in, several passengers rushed to one side of the train. I pried my eyes from the speedometer and noticed a momentary smudge out the window. It was another maglev speeding by in the opposite direction.

The train slowed, and soon I was retracing my steps to the terminal. This time I dutifully headed to security and immigration, which moved painfully slow. When I finally arrived at the gate, about half the flight had already boarded.

I slipped into line behind a couple I recognised from the check-in queue. They looked bored and a little glum, weighed down with bags from duty free. I couldn't see what they had purchased, but I had no doubt I was going home with the better souvenir.

I. Say it in English

Направиться к выходу на посадку, со скоростью звука, парить, поездка туда и обратно, ускориться, легкомысленный, стоять в проходе, турникет, набрать скорость

II. Say it in Russian

To be scheduled to depart, magnetic levitation train, to float above a rail, trainspotter, to harness that repulsion, a sleek train, nonchalant, gained speed, to retrace one's steps to the terminal, glum

III. Paraphrase the following expressions

- To time it right
- To eliminate the drag of friction
- To propel the carriages forward
- To pass up an option
- Economy is hardly slumming it
- To be the last chance to bail
- To flip through one's smartphone
- Landscape smeared by the windows.

IV. Reproduce the text in the name of a) one of the maglev regular travelers b) a maglev line manager c) as it is.

Read the text about Eurostar regulations and comment on the safety rules, tickets conditions, luggage restrictions.

<http://www.bbc.com/travel/story/20170125-a-high-speed-getaway-like-no-other>

Eurostar regulations

- You can take two medium-size suitcases and one piece of hand luggage per person. If you go over this allowance it may be charged as excess luggage or may need to be registered. You must register licensed firearms and all oversized or heavy luggage items such as bicycles or large musical instruments.

- If you love your bag, you'll use a tag. You need to label your luggage before you board – it's a security thing.
- All Eurostar services are non-smoking, which is how we like them.
- No animals, except assistance and guide dogs, are allowed on Eurostar trains, however small and friendly.
- So that everyone can travel in safety, you are not allowed to carry prohibited goods and dangerous items such as knives, CS gas and firearms.
- Some Eurostar fares carry restrictions on exchange and/or refunds. For example some fares are only exchangeable by paying a fixed fee and if necessary a fare differential too. All exchanges are subject to availability. All fully flexible tickets can be exchanged or refunded up to two months after your original date of departure. If you have any queries please refer to your point of sale.
- Our Customer Relations department is there to help you out. To comment on your Eurostar experience, please call on 01777 77 78 79 or e-mail us at new.comments@eurostar.co.uk In case you need to contact us following your Eurostar journey, please keep all original tickets as proof of travel. Send them, along with any correspondence, to:

International customer relations, Eurostar House, Waterloo Station, London SE1 8SE, UK.

I. Explain the meaning of the following words

Allowance, to charge, to board, a tag, fare, refund, query

II. Say it in English

Чемоданы среднего размера, превышающий норму багаж, крупногабаритный багаж, прикрепить бирку к багажу, в поездах курение запрещено, не разрешается провозить запрещенные товары или опасные предметы, разница в цене билета, место приобретения билета, наряду с другой корреспонденцией, позвонить по номеру 01 77, отправить электронное письмо по адресу.

III. Say it in Russian

International customer relations, hand luggage, to go over this allowance, assistance and guide dogs, CS gas, firearms, the original date of departure.

IV. Insert prepositions or adverbs

1. If you go ... this allowance
2. To travel ... safety
3. Some Eurostar fares carry restrictions ... exchange
4. All exchanges are subject ... availability
5. To refer ... your point of sale.
6. They are there to help you ...
7. To comment ... your Eurostar experience
8. Keep all original tickets ... proof ... travel

V. Speak about The Eurostar ride in the name of The Eurostar manager.

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.

I. Say it in English

Билетные автоматы, забронировать билет, взять с собой в вагон, личные вещи, билетная касса, сдать в багаж, камера хранения, за 30 минут до отправления поезда, доставить багаж с задержкой, багажная квитанция, заявление о получении компенсации за потерянный багаж, станция назначения, бесплатная вода в бутылках, перейти в другой вагон, сидящие рядом пассажиры, пассажиры сами могут выбрать места в вагоне.

II. Find Russian words and phrases to express the following

Destination, paraphernalia, stroller, the train crew, to accommodate the storage of items, to claim the baggage, handcart, coach-class passengers, to be overcrowded over peak meals times, hotel-like amenities, daily newspapers, first-class, first served basis, to feature a service, to dim overhead lighting, luggage bin, locomotive horn, with audible features enabled, Red Cap.

III. Provide synonyms for 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

V. Speak about Amtrak regulations.

UNIT VII

A One-way Ticket to Siberia

By 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-bye, the train headed on to Vladivostok, still another two days further east.

I. Say it in English

Предъявить билет, убрать вещи под нижнюю полку, спортивные брюки, раздать постельное белье, попутчик, накрахмаленные простыни, убаюканный размеренным движением поезда, медленно подойти к станции, полка, спальное место, идти по московскому времени, хищные птицы, вагон-ресторан, бояться проспать, направляться дальше в ..., выбросить мусор.

II. Explain the meaning of the following words

- | | |
|----------------|------------|
| 1) cavernous | 2) vaulted |
| 3) to dole out | 4) torpor |
| 5) to swoop | 6) glum |

III. Paraphrase the following

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

- IV. 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. What types of trains were mentioned 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 ... X

V. Say it in English

1. Люди стояли 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 сможем провести в Венеции целую неделю!

5. Я твердо решила попасть в сам музей, а не только сфотографироваться у стеклянной пирамиды.

VI. Compare and contrast the author's first and second InterRail journeys.

UNIT IX

The Sapsan

I. Render the following information about the Sapsan train into English

Поезд "Сапсан"

Поезд «Сапсан» развивает скорость до 250 км/час. В его состав входят

- 2 вагона бизнес-класса;
- 7 вагонов экономкласса;
- 1 вагон-ресторан.

Комфорт

- Поезд "Сапсан" рассчитан на передвижение на дальние расстояния, его кресла обеспечивают высокий уровень комфорта даже при длительной поездке.
- Комфортный климат поддерживается в салоне вне зависимости от времени года. (climate control system)
- Днем в вагонах используется яркое освещение, которое приглушается ночью.
- В салонах всех вагонов есть свободное место для хранения крупного багажа.
- Все вагоны поезда являются зонами для некурящих.

Информирование пассажиров

Два больших табло в каждом из вагонов в ходе всей поездки информируют о маршруте следования, номере вагона, температуре воздуха в салоне и текущей скорости движения.

Вагон-ресторан

В вагоне-ресторане поезда "Сапсан" можно перекусить стоя, воспользовавшись одним из двух барных столов, или уютно расположиться за одним из 10 приоконных столов.

Возможна доставка горячих блюд из вагона-ресторана на места пассажиров, а в мобильном баре можно приобрести прохладительные и алкогольные напитки.

Характеристика вагонов бизнес- и экономического класса поезда "Сапсан"

Пассажирские места вагонов экономического и бизнес-класса оснащены индивидуальным освещением. Пассажирам бизнес-класса бесплатно предоставляется свежая пресса. Кроме того в стоимость билета бизнес-класса включено горячее питание, свежесваренный чай, кофе и прохладительные напитки.

II. Have you taken the Sapsan train? What was it like?

Are there different prices if:

- You travel at peak hours or off peak?
- You travel on particular days?
- You book in advance?
- You are a particular age?
- You travel in a group?
- You come back the same day?

UNIT X

Conversations

I. Act out the following conversations

A.

Station manager: Good afternoon. How can I help you?

Anne: Hello ... Erm ... yes. I've just missed my train!

Station manager: Ah. Where are you going?

Anne: To Manchester.

Station manager: Ah yes. That was the 16:20.

Anne: What time's the next one?

Station manager: Let's see. The next train to Manchester leaves at 17:15 from platform 2.

Anne: 17:15 ... so that's quarter past five ... platform 2. What time does it get to Manchester?

Station manager: At 18:30.

Anne: Half past six ... erm ... Can I use the same ticket?

Station manager: Just a moment, please. Can I see your ticket?

Anne: Yes, here you are.

Station manager: Ah, sorry, no ... You can't use this ticket on the 17:15 train.

Anne: Really? Why not?

Station manager: This ticket is valid on trains before 5 and after 7 o'clock. During rush hour tickets are more expensive.

Anne: Oh ... do I have to buy another ticket?

Station manager: Yes, well, I can change your old ticket for a new ticket. Your ticket cost £7.50 and the new ticket is £11.00. So you just pay the difference, which is £3.50.

Anne: Ah, OK, erm ... What platform is it from?

Station manager: Platform 2. Just over there, on the other side.

Anne: OK, thanks. Bye.

Station manager: All right. Bye bye!

B.

Passenger: Excuse me? Which platform does the train to Cambridge leave from?

Train station attendant: The 10:15 train or the 10:40?

Passenger: The 10:15.

Train station attendant: The 10:15 train leaves from platform 3.

Passenger: Thanks.

C.

Passenger: Hi. Could I have a ticket for the next train to Manchester, please?

Train ticket vendor: Single or return?

Passenger: Errr, single please.

Train ticket vendor: The next train is at 12:30pm, leaving from platform 2.

Passenger: And how much is it?

Train ticket vendor: £13:50

D.

Harry: What time is our train back to London?

Angel: It leaves at 4:30. We've only got 5 minutes.

Harry: What platform does it leave from?

Angel: Platform 2. Look, over there.

Harry: I can't see our train anywhere. Let me see the ticket. Look, it says 4:20, not 4:30!

Angel: Oh no, we've missed it.

Harry: No we haven't, it's late. Look, here it is now.

Angel: Phew, that was lucky!

II. Match the questions to the answers

1. Excuse me, do you sell rail passes and youth rail cards?
2. Can I book a ticket to Glasgow in advance?
3. Is reservation necessary/recommended/mandatory?
4. Are there any discounts?
5. How many people must be travelling together to get a discount?
6. How long does the journey take?
7. How long is the ticket/pass/card valid for?
8. Do all trains have both first- and second-class cars?
9. How much does the fare cost?
10. Shall I book a reservation?
11. Is smoking allowed?
12. What's the departure/arrival time?

A. Tickets are valid for 10 days.

- B. The fare costs 45 pounds.
- C. Yes, there are a lot of discount options.
- D. Yes, reservations are mandatory on high-speed and special trains.
- E. Of course, there is a leaflet with details about rail services in the country.
- F. No, but reservations are always advisable.
- G. A minimum of 4 to a maximum of 10 persons must be travelling together to get a discount.
- H. Smoking is restricted to certain compartments.
- I. The train leaves/arrives at 10 a.m.
- J. No, but most of them do.
- K. It takes 3 hours to get to/ to reach/ to arrive at/in X.
- L. Tickets must be booked in advance.

TRAVELLING BY SEA

UNIT XI

Winter Cruise

Captain Erdmann knew Miss Reid very little till the Friedrich Weber reached Haiti. She came on board at Plymouth, but by then he had taken on a number of passengers, French, Belgian and Haitian, many of whom had traveled with him before. The Friedrich Weber was a freighter sailing regularly from Hamburg to Cartagena on the Columbian coast and on the way touching at a number of islands in the West Indies. She carried phosphates and cement from Germany and took back coffee and timber, but her owners, the brothers Weber, were always willing to send her out of her route if a cargo of any sort made it worth their while. The Friedrich Weber was prepared to take cattle, mules, potatoes or anything else that offered the chance of earning an honest penny. She carried passengers. There were six cabins on the upper deck and six below. The accommodation was not luxurious, but the food was good, plain and abundant, and the fares were cheap. The round trip took nice weeks and was not

costing Miss Reid more than forty-five pounds. She looked forward not only to seeing many interesting places, with historical associations, but also to acquiring a great deal of information that would enrich her mind.

The agent had warned her that till the ship reached Port du Prince in Haiti she would have to share a cabin with another woman. Miss Reid did not mind that, she liked company and when the steward told her companion was Madame Bollin she thought at once that it would be a very good opportunity to rub up her French. She was only very slightly disconcerted when she found that Madame Bollin was coal-black; she told herself that one had to accept the rough with the smooth and that it takes all sorts to make a world. Miss Reid was a good sailor, as, indeed, was only to be expected, since her grandfather had been a naval officer, but after a couple of roughish days the weather was fine and in a very short while she knew all her fellow-passengers. She was a good mixer. That was one of the reasons why she had made a success of her business, she owned a tea-room at a celebrated beauty spot in the West of England and she always had a smile and a pleasant word for every customer who came in. She closed down in the winter and for the last four years had taken a cruise. You met such interesting people, she said, and you always learnt something. It was true that the passengers on the Friedrich Weber weren't of quite so good a class as those she had met the year before on her Mediterranean cruise, but Miss Reid was not a snob, and though the table manners of some of them shocked her somewhat, determined to look upon the bright side of things, she decided to make the best of them. She was a great reader and she was glad, on looking at the ship's library, to find that there were a lot of books by Phillip Oppenheim, Edgar Wallace and Agatha Christie, but with so many people to talk to she had no time for reading, and she made up her mind to leave them till the ship emptied herself at Haiti. «After all», she said, «human nature is more important than literature.»

Miss Reid had a great many interesting talks with her fellow-passengers and she was really sorry when the ship at length reached Port du Prince and the last of them disembarked. The Friedrich stopped two days there during which she visited the town and the neighbourhood. When they sailed she was the only passenger. The ship was

skirting the coast of the islands, stopping off at variety of ports to discharge or take on cargo.

«I hope you will not feel embarrassed alone with so many men, Miss Reid,» said the captain heartily as they sat down to midday dinner. She was placed on his right hand and at table besides sat the first mate, the chief engineer and the doctor. «I'm a woman of the world, Captain. I always think if a lady is a lady gentlemen will be gentlemen».

(Somerset Maugham)

I. Put questions to the text.

II. Say it in Russian

Freighter; steward; first mate; a celebrated beauty spot; to sail from ... to; to rub up one's French (English, etc.); she was a good mixer; she was a great reader; the accommodation was luxurious; the food was good, plain and abundant; the ship emptied herself; it takes all sorts to make a world; to accept the rough with the smooth; to look upon the bright side of things.

III. Say it in English

Верхняя палуба; ветреный день; беспокойное море; плыть по бурному морю; Средиземное море; поездка по Средиземному морю; поездка туда и обратно; садиться на судно; заходить в порт (о судне); перевозить грузы; брать груз; загружаться; отплыть; сойти на берег; ехать в одной каюте с кем-либо; обогатить; проезд стоит дешево.

IV. Paraphrase the following:

1. The Friedrich Weber was a cargo vessel. 2. He is very sociable and easily makes friends. 3. The Friedrich Weber was a freighter plying between Hamburg and Cartagena and on the way calling at a number of Islands in the West Indies. She reads a lot and her chief interest is literature. 5. The round trip lasted nine weeks and did not cost the passengers a lot of money. 6. We had the cabin to ourselves. 7. This will be a good opportunity to brush up my English. 8. One has to accept things as they come. 9. The ship emptied herself at Haiti. 10. After a couple of windy days the weather was fine again. 11. What time are we due at Southampton? 12. There was

still plenty of time for us to board the ship. 13. It was midsummer and it was not easy to book a cabin (a berth) on the boat. 14. The ship slowly moved out of the harbour. 15. The boat leaves at 10.45 p.m.

V. Reproduce the text as it is/on the part of Miss Reid/ the captain/ the first mate.

VI. Describe the freighter «Friedrich Weber».

UNIT XII

Read the text and insert prepositions into it.

Titanic

The British luxury passenger liner sank ... April 14-15, 1912, en route to New York City from Southampton, England, during its maiden voyage. The vessel sank with a loss of about 1515 lives at a point some 400 miles south of Newfoundland.

The great ship, ... that time the largest and most luxurious afloat, had a double-bottomed hull that was divided ... 16 watertight compartments. Because four of these could be flooded without endangering the liner's buoyancy, it was considered unsinkable.

As we know the «Titanic» belonged ... the traveling company White Star. Its chief competitor was the Cunard Line. Its «Mauretania» and «Lusitania», ruled the waves, each of them larger and faster than anything ... White Star's fleet. White Star's response was the «Titanic».

The company had had the ship designed for size – it was easily the largest ocean liner ever built – and ... comfort. As first-class passengers climbed her Grand Staircase they were surrounded ... elaborately carved oak. Sunlight poured through a glass rotunda. Parlor suites featured luxurious sitting rooms and the best of them had private 50-foot promenades. Rooms in the second class were considered less luxurious, but passengers still took their meals off sparkling blue and white china ... an oak-panelled dining-room.

Many of the «Titanic`s» other features may seem commonplace today – a swimming pool, a Turkish bath, a gymnasium complete ... rowing machines and

stationary bicycles, but in 1912 these were exotic shipboard luxuries. The ship's construction had required \$7,5 mln.

The «Titanic» set sail ...noon, nearly crashing on her way ... sea. She rolled so much water that the liner «New York» broke from her moorings and drifted within 4 feet of the «Titanic». At the last second the «New York» was secured ... a tugboat. Shortly before 11 p.m. on Friday, April 14, the steamer «Californian», just 20 miles away, called to say that she was surrounded ... ice. The «Titanic»'s wireless operator overwhelmed by messages to and from passengers as well as nautical reports, gave a tragic foolish reply: «Shut up. I'm busy».

Forty minutes later, as the «Titanic»'s 46 000 tons bore over the water at more than 21 knots, lookout Fleet stared in horror ... a black iceberg on the horizon. He cried out and without a moment's hesitation William Murdoch, officer in charge ... the bridge, swung the ship to port and threw her into reverse.

The «Titanic» had missed hitting the iceberg head-on. But the ship had been grazed and some half dozen wounds opened. The total surface area of these cavities was less than 12 square feet. Soon Thomas Andrews, the ship's chief builder and a first-class passenger, grimly gave Captain Smith the news- in short order the «Titanic» would be no more.

The ship radioed frantically ... help, her great nose began to dip into the water though there was little panic ... the passengers. But the ship's top officers grew anxious. They knew what the others didn't: the «Titanic»'s lifeboats would accommodate barely half of those ... board.

What followed we perfectly know.

I. What is the Russian for:

Afloat, a double-bottomed hull, to endanger the liner's buoyancy, parlor suite, promenade, rowing machines and stationary bicycles, to brake from her moorings, nautical reports, to swing the ship to port, to graze, the total surface area of these cavities

II. What is the English for:

На пути в Нью-Йорк, водонепроницаемые отсеки, непотопляемый, главный конкурент, отделанный дубовыми панелями, отправиться в плавание, буксир, впередсмотрящий, дать задний ход, носом врезаться в айсберг, вскоре Титаника не станет, погружаться в воду, разместить лишь половину находящихся на борту людей

III. Say what might have happened if

- the «Titanic»'s wireless operator had not been overwhelmed by messages to and from passengers;
- at the last second the «New York» had not been secured by a tugboat;
- the officer in charge of the bridge had not swung the ship to port and thrown her into reverse;
- the «Titanic»'s lifeboats could have accommodated all those on board;
- the passengers had known about the Titanic's life- boat capacity.

IV. Discuss the Titanic's facilities and the reasons for its capsizing

UNIT XIII

Types of Ships

The great majority of ships that are neither military vessels nor yachts can be divided into several broad categories: cargo carriers, passenger carriers, industrial ships, service vessels, and noncommercial miscellaneous. Each category can be subdivided, with the first category containing by far the greatest number of subdivisions.

Service vessels

The service ships are mostly tugs or towing vessels whose principal function is to provide propulsive power to other vessels. Most of them serve in harbours and inland waters, and, because the only significant weight they need carry is a propulsion plant and a limited amount of fuel, they are small in size. The towing of massive drilling rigs for the petroleum industry and an occasional ocean salvage operation (e.g., towing a disabled ship) demand craft larger and more seaworthy than the more

common inshore service vessels, but oceangoing tugs and towboats are small in number and in size compared with the overwhelmingly more numerous cargo ships.

Miscellaneous

The word *miscellaneous* has only small scope here. It is intended to encompass classifications such as icebreakers and research vessels, many of which are owned by government. Neither type need be of large size, since no cargo is to be carried. However, icebreakers are usually wide in order to make a wide swath through ice, and they have high propulsive power in order to overcome the resistance of the ice layer.

Damage to propellers is an icebreaking hazard. Propellers are usually given protection by a hull geometry that tends to divert ice from them, and they are often built with individually replaceable blades to minimize the cost of repairing damage.

Research vessels are often distinguished externally by cranes and winches for handling nets and small underwater vehicles.

Industrial ships

Industrial ships are those whose function is to carry out an industrial process at sea. A fishing-fleet mother ship that processes fish into fillets, canned fish, or fish meal is an example. Some floating oil drilling or production rigs are built in ship form.

Passenger carriers

Most passenger ships fall into two subclasses, cruise ships and ferries.

Cruise ships

Cruise ships now in service were built specifically for the cruise trade. Since most of them are designed for large numbers of passengers (perhaps several thousand), they are characterized by high superstructures of many decks, and, since their principal routes lie in warm seas, they are typically painted white all over. These two characteristics give them a “wedding cake” appearance that is easily recognizable from great distances.

The principal challenge to the cruise-ship designer is providing the maximum in safety, comfort, and entertainment for the passengers. Thus, isolation of machinery noise and vibration is of high importance. Minimizing the rolling and pitching

motions of the hull is even more important—no extreme of luxury can offset a simple case of seasickness.

Ferries

Ferries are vessels of any size that carry passengers and (in many cases) their vehicles on fixed routes over short cross-water passages. Vessels vary greatly in size and in quality of accommodations. Some on longer runs offer overnight cabins and even come close to equaling the accommodation standards of cruise ships. All vessels typically load vehicles aboard one or more decks via low-level side doors or by stern or bow ramps much like those found on roll-on/roll-off cargo ships.

Cargo carriers

Cargo ships can be distinguished by the type of cargo they carry, especially since the means of handling the cargo is often highly visible.

Tankers

Ships that carry liquid cargo (most often petroleum and its products) in bulk are made distinctive by the absence of cargo hatches and external handling gear. In essence, the tanker is a floating group of tanks contained in a ship-shaped hull, propelled by an isolated machinery plant at the stern. Each tank is substantially identical to the next throughout the length of the ship.

Along with the great increase in numbers and size of tankers have come specialized uses of tankers for products other than oil. A major user is the natural gas industry. For shipment, gas is cooled and converted to liquid at $-260\text{ }^{\circ}\text{F}$ ($-162\text{ }^{\circ}\text{C}$) and is then pumped aboard a tanker for transit in aluminum tanks that are surrounded by heavy insulation to prevent absorption of heat and to keep the liquid from evaporating during the voyage. The cost of these ships is rather high, because steel cannot be used for the containers. The cold liquid, in contact with steel, would make that material as brittle as glass.

Container ships

Like tankers, container ships are characterized by the absence of cargo handling gear. Unlike the tanker, container ships require large hatches in the deck for stowing the cargo. The ship is filled to the deck level with containers, the hatches are closed,

and one or two layers of containers, depending upon the size and stability of the ship, are loaded on the hatch covers on deck.

Roll-on/roll-off ships

Roll-on/roll-off ships, designed for the carriage of wheeled cargo, are always distinguished by large doors in the hull and often by external ramps that fold down to allow rolling between pier and ship. Because vehicles of all kinds have some empty space—and in addition require large clearance spaces between adjacent vehicles—they constitute a low-density cargo that demands large hull volume.

Dry-bulk ships

Designed for the carriage of ore, coal, grain, and the like, dry-bulk ships bear a superficial likeness to container ships since they often have no cargo handling gear and, unlike the tanker, have large cargo hatches.

<https://www.britannica.com>

I. Say it in Russian

Service vessels, to tow, a towboat, a research vessel, seaworthy, to have high propulsive power, to overcome the resistance of the ice layer, an icebreaking hazard, a winch, a mother ship, floating oil drilling or production rigs, superstructure, to offset a simple case of seasickness, to be on longer runs, stern or bow ramps, external handling gear, to be surrounded by heavy insulation, roll-on/roll-off ships, a low-density cargo, dry-bulk ships, to stow the cargo.

II. Say it in English

Буксир, гавань, внутренние воды, охватывать, ледокол, грузовое судно, корпус судна, природный газ, уменьшить качку, спальная каюта, грузовой люк, закачивать на борт танкера, хрупкий, как стекло, в отличие от танкера, быть предназначенным для транспортировки накатного груза, смежный, объем трюма, руда, при контакте со сталью.

III. Insert prepositions

To provide propulsive power ... other vessels, to make a wide swath ... ice, damage ... propellers, to carry ... an industrial process, to be characterized ... high superstructures ... many decks, to vary greatly ... size and ... quality of

accommodations, to come close ... equaling the accommodation standards ... cruise ships, to carry liquid cargo ... bulk, along ... the great increase ... numbers and size, to be converted ... liquid, to keep the liquid ... evaporating ... the voyage.

IV. Explain the difference between the following synonyms:

Vessel – ship – boat - liner

Shore – coast – seaside –bank

Pier – quay – wharf – harbor

V. Use the words from the box to match the definitions

Funnel	stern	hull	deck	porthole	lifeboat	lounge	radar	cabin
engine room	rudder	port	starboard	anchor	bow			

- 1) the rear or after part of a vessel, opposite the bow or stem
- 2) any of various platforms built into a vessel
- 3) a pivoted vertical vane that projects into the water at the stern of a vessel and can be controlled by a tiller, wheel, or other apparatus to steer the vessel
- 4) a boat, propelled by oars or a motor, used for rescuing people at sea, escaping from a sinking ship, etc
- 5) the main body of a vessel, tank, flying boat, etc
- 6) the smokestack of a ship
- 7) a communal room in a hotel, ship, theatre, etc., used for waiting or relaxing in
- 8) a place where engines are housed, esp on a ship
- 9) a covered compartment used for shelter or living quarters in a small boat
- 10) a small aperture in the side of a vessel to admit light and air, usually fitted with a watertight glass or metal cover, or both
- 11) a method for detecting the position and velocity of a distant object, such as an aircraft; the equipment used in such detection
- 12) the left-hand side of a ship
- 13) any of several devices, usually of steel, attached to a vessel by a cable and dropped overboard so as to grip the bottom and restrict the vessel's movement

- 14) the right side of an aeroplane or vessel when facing the nose or bow
- 15) the front section of a ship or boat

UNIT XIV

River Cruise

River cruise ships are smaller than ocean-going cruise ships, typically holding 90-240 passengers (though there are ships that take only 5 passengers, and others can carry 1,000 passengers). Due to their smaller size and low draft, river cruise ships can go where ocean cruise ships cannot, and sometimes to where no other transport is practical: rivers are an excellent way to reach some attractions.

During river cruises the countryside is usually in view, so they are especially relaxing—and interesting—to those who prefer land nearby. River cruises usually last from 7 to 15 days, although some can last 3 weeks or longer.

Some river ships resemble 5-star hotels, with sun decks, dining rooms, lounges, fitness facilities, swimming pools, casinos and other entertainment. Accommodation, meals onboard, entertainment and special events (holidays, festivals, contests, concerts, etc.) are usually included in the cruise price, while bar expenses, sauna, massage, laundry and cleaning, and phone calls are not.

Most cruises have a variety of onboard and onshore activities. The latter include guided tours to historic and cultural sites, visiting local attractions, museums and galleries, and other points of interest. Guides give a running commentary while sailing.

A river cruise provides travelers a unique way to travel. A river cruise represents life in the slow lane, sailing along at a gentle pace, soaking up the scenery, with plentiful opportunities to explore riverside towns and cities en route. It is a supremely calming experience, an antidote to the pressures of life in a fast-paced world, in surroundings that are comfortable without being fussy or pretentious, with good food and enjoyable company.

A river cruise is very different from an ocean cruise. For a start, you are in almost constant sight of land and stops are far more frequent than they are at sea. The vessels are like small, friendly, floating inns, whereas ocean-going ships tend to be bigger, flashier, busier and livelier, the crew practised in the art of moving up to 4,000 people from one port to another and getting them on and off the ship. In contrast, when your river cruise vessel docks you simply walk up the gangway and into the town or city—in many cases the dock is located right at the heart of things. Despite these differences, however, most people who enjoy ocean cruising and the relaxing rhythm of life afloat are attracted to river cruises as well.

I. Discuss with your partner the advantages and disadvantages of river cruises.

TRAVELLING BY AIR

UNIT XV

In the Airport

Ask one hundred people whether they love to travel and most of them will probably say yes. Discovering a new place can be fun and exciting. But getting to that place is often a lot less enjoyable.

Flying is a popular travel method. But airports can be frustrating places. Having to speak a foreign language in an airport can add to the frustration.

ID and boarding pass

Let's begin with check-in.

At an airport, check-in is where you go to let the airline know that you have arrived. At check-in, you can also get your boarding pass. The document has your flight information on it: the airline you fly with, the passenger name, flight number, flight date and time, destination, gate, seat. It is proof that you purchased the flight. You cannot get on the plane without one.

Many airports offer two ways to check in: through a machine or with an airline employee. Your ID is your identification, such as a passport or driving document.

If you use the machine, you can enter the ticket or reservation number you received when you purchased the flight.

Checked bags and carry-ons

At the check-in area, you can also check your bags. This means giving your luggage to an airline employee to be stored during the flight.

Bags you give to the employee are called "checked bags," "checked baggage" or "checked luggage."

The airline employees will tell you to put the bag on a scale to measure the weight. But some bags are small enough to fit in the passenger area of the plane. The bag you keep with you on the plane is called a "carry-on bag" or simply a "carry-on." Sadly, there are times when your carry-on does not meet weight or size restrictions. In such cases, you'll have to check it.

Many airlines allow just one carry-on suitcase plus a small bag or item that can fit under the seat in front of you.

Going through security

So you've finished at the check-in area. Now it's time to go through security. They expect you to have your documents ready to show the security person.

Security workers also check bags and other belongings. Sometimes, you have to place such things in a plastic container called a "bin."

Security workers may ask if you have any liquids, foods or medicines.

Layovers, missed flights

When you made it through security, it is time to go to your gate – the seating area where you wait for your plane to board. At the gate, here's an announcement you might hear:

Attention passengers on flight 95 to Chicago: Your flight has been delayed due to weather conditions. The new departure time is 5:45.

So, your flight is delayed three hours.

But, let's say Chicago is not your final destination. You are supposed to fly another plane from Chicago to your final destination. That is called a "layover" or a "stopover."

The delay means you will miss your flight out of Chicago. But don't worry! Just let the person at the airline counter know that you missed your connecting flight.

Airlines generally have solutions ready, such as putting you on the next flight or putting you in a hotel for the night.

At customs, immigration

After an international flight, you will be directed through customs. That is where government officers approve or reject entrance into the country.

The customs officer will ask for your passport and may or may not have questions. Here are five common questions you might hear at customs:

What is the purpose of your trip?

How long do you intend to stay?

Can I see your return ticket?

Where will you be staying?

What is your occupation?

Preparing this information before your trip will help make the process easier. For example, if you're staying with a friend or at a hotel, have the person or hotel's name and address ready.

I. Say it in English

Регистрация, посадочный талон, номер рейса, зарегистрированный багаж, ручная кладь, ждать посадки на самолет, у выхода на посадку, задержать рейс, опоздать на стыковочный рейс, служащий таможни, разместить багаж под передним креслом

II. Say it in Russian

Airline, to enter the ticket or reservation number, to make it through security, a layover, to approve or reject entrance into the country, to meet weight or size restrictions.

III. Insert prepositions

To check in... a machine or ... an airline employee, to put the bag ... a scale, to fit ... the passenger area ... the plane, to go ... security, to put you ... a hotel ... the night, to be directed ... customs, to ask ... your passport.

IV. Discuss with your friend the procedures passengers go through before boarding a plane.

UNIT XVI

HEATHROW : CHECK IN and SECURITY CONTROL

How early to arrive

You are advised to check in as early as possible. As a general guide, you should allow:

- Three hours before scheduled departure for long-haul and El Al flights.
- Two hours before scheduled departure for European flights.
- Ninety minutes before scheduled departure for flights within the UK and Ireland.

You should check the instructions on your ticket and from your travel agent or booking website. If you are still unsure please check with your airline directly.

Before you check in

To save time, have your tickets and passport ready, and ensure your hand luggage contains only valuables and items you will need during the journey. Once your hold luggage is checked in, you can proceed to security control.

It pays to clear security control early and leave yourself time to relax before your flight, enjoy the shops, bars and cafés in the departure lounge, and get to your gate in plenty of time.

Please be aware that there are limits on the number and size of bags and on the quantity of liquid items which can be carried through security control.

For most destinations anything you buy after security control can be taken on to the aircraft – store staff will be able to advise you.

Self-service check-in

Self-service check-in offers a quick, easy and safe alternative to traditional check-in desks. Simply use the computer terminal to choose your seat and print your boarding card, then take your baggage to the bag-drop facility.

Please keep your bags close by and take care of credit cards, passports and other important documents when using the kiosks. Airline staff will be on hand if you need assistance.

SECURITY CONTROL

Hand baggage restrictions

If your airline allows it, you may take more than one item of hand baggage through security control.

Cabin baggage must be no larger than:

- 56cm (22in) tall
- 45cm (17.7in) wide
- 25cm (10in) deep.

However, please check with your airline – some operate further limits on the number and size of bags.

All items carried will be X-ray screened.

- Laptop computers and large electrical items must be removed from baggage and placed in trays separately.
- Put all small items like keys, coins, mobile phones into your coat or hand baggage and place these in a tray.
- Place your hand baggage in the tray.
- If you have liquids in containers of 100ml or less, put them into a clear resealable bag and place them alongside other items in your tray.
- Pushchairs and walking aids will be X-ray screened.
- Wheelchairs will be thoroughly searched.

To save time, we advise you to place only valuables and items you need for the flight into your hand baggage.

Travelling with liquids – 100ml rule

Only limited quantities of liquids may be carried through security control in hand baggage. This includes bottled drinks, suntan lotion, fragrances, cosmetics and toiletries.

The following restrictions apply to all liquids, creams, gels, pastes and aerosols

taken through security control:

- Liquid items may only be carried in containers holding up to 100ml.
- They must be carried separately in a single transparent, resealable plastic bag.
- The bag must be no larger than 20cm x 20cm (8in x 8in) and all items must fit inside so that it closes properly.
- At security control the bag must be placed separately on the conveyor belt for screening.
- Liquid items larger than 100ml should be packed in your hold luggage – otherwise they will be confiscated.

Exceptions to the 100ml rule can be made for baby food or milk. However, you should only carry what you need for the flight, and you will be asked to taste at least 50% of the containers at security control.

Exceptions may also be made for medicines. However, you may be asked to taste any liquid medicines, or to provide evidence (such as a doctor's letter) that you need them for your journey.

Prohibited items

Sharp or pointed items must not be carried in hand baggage and will be confiscated at security control.

This includes knives, razor blades, cutlery, tools, hiking poles, hypodermic needles (unless medical necessity can be proved), catapults, corkscrews, toy or replica guns, sporting bats or cues and darts.

Scissors

Scissors with rounded blades are permitted. Scissors with pointed blades up to 3cm are also permitted.

Lighters etc

Christmas crackers, party poppers, cigarette lighters and non-safety matches may not be carried in either cabin or hold baggage.

Passengers may carry a single lighter about their person. Any additional lighters discovered during security screening cannot be taken into the restricted zone.

Umbrellas

Large, golfing type umbrellas are not permitted as they exceed the baggage size set by the DfT. Folding or collapsible umbrellas that can fit within hand baggage can of course be carried. These items will be X-rayed.

In addition to the regulations set out by the Department for Transport and the Civil Aviation Authority (CAA), BAA may restrict any item considered to pose a security or safety risk from passing through to the departure lounge.

Shopping at the airport

Anything you buy after security control can be taken on board the aircraft, including bottled drinks, fragrances and cosmetics in sizes over 100ml.

If you are returning the same day, or catching a connecting flight after Heathrow, store staff will need to place your purchases in a special sealed bag.

I. Say it in English

Полет на дальние расстояния, ценные вещи, стойка регистрации багажа, посадочный талон, поместить на ленту транспортера, пройти проверку в рентген аппарате, конфисковать при прохождении досмотра, бита, кий, представлять угрозу безопасности, стыковочный рейс, складной зонтик

II. Say it in Russian

Scheduled departure, hold luggage, departure lounge, bag-drop facility, clear resealable bag, pushchairs and walking aids, hypodermic needle, catapult, replica gun, corkscrew

III. Insert prepositions

check ... your airline directly, get ... your gate ... plenty of time, limits ... the number and size of bags and ... the quantity of liquid items which can be carried ... security control, keep your bags close ..., airline staff will be ... hand, place them ... other items ... your tray, be carried ... containers holding ... 100ml, exceptions ... the 100ml rule, passengers may carry a single lighter ... their person, restrict any item ... passing ... the departure lounge.

IV. Explain why it pays to clear the security control early. Using the pattern It pays to ... make up 5 sentences to give some recommendations to the passengers.

V. Using the text as a guide expand on the following issues:

1. The BA check-in time regulations
2. The things to do before you check in
3. Self-service check-in
4. Hand baggage restrictions
5. Liquid items restriction
6. Prohibited items
7. Shopping in the Duty Free

UNIT XVII

Airport Security Check

Leslie Pearson, the Airport Reception officer, did not recognize the type their next clients belonged to. They did not look like holidaymakers on their way to Hawaii at all. They appeared to be father and son, for they both had the same name, Walsh. The older man looked at least seventy, and the younger one was probably in his mid-forties, though it was hard to tell because of his beard. They were both wearing dark and rather heavy clothes of unfashionable cut. The younger man had made one concession to the nature of their journey and destination: he wore an open-necked shirt with the collar neatly turned down outside his jacket lapels – a style Leslie hadn't seen at large since the 1950s. The old man was wearing a brown striped suit, he sighed frequently to himself, looking around about him at the heaving, shuffling crowds with anxious watery eyes.

“As you can see, there is a bit of a bottleneck at Passport Control,” said Leslie as he checked their documents. “But don't worry – we will make sure you don't miss your flight.”

“It wouldn't worry me if we did miss it,” said the old man.

“My father hasn’t flown before,” said the younger man. “He is a little nervous.”

“Very understandable,” said Leslie. “But you will enjoy it, Mr. Walsh, once you are airborne. You don’t know you are flying in those jumbos. It is like being in a train.”

The old man sniffed skeptically. His son stowed their documents away carefully in the inside pocket of his tweed jacket and positioned himself like a beast of burden between their two suitcases. “You take my briefcase, Daddy”, he said.

“Trevor – give Mr Walsh a hand with the luggage,” asked Leslie his assistant.

“That’s very kind of you,” said the younger man. “I couldn’t find a spare trolley.

Trevor, eyeing the two chaps, scuffed and scarred suitcases with disfavour, obeyed Leslie with ill grace.

Some forty minutes later the old man and his son were the centre of commotion at the security barrier between Passport Control and the Departures Lounge. When the old man stepped through the metal detecting door-frame, something on his person made the apparatus beep. He was asked to surrender his keys, and to pass through the door-frame again. Again the alarm was triggered. At the security man’s request, he emptied his pockets and took off his wrist watch – to no avail. The official frisked him with rapid, practised movements, running his hands over the old man’s body. The old man, his arms extended like a scarecrow’s, flinched and trembled under the examination. He glared accusingly at his son, who shrugged his shoulders helplessly. Passengers waiting in the same line, who had already sent their hand baggage through the X-ray machines and were aware that it would be piling up somewhere on the other side of the barrier, stirred restively and pulled their faces at each other, demonstrating impatience.

“You haven’t got a metal plate in your head, sir, by any chance?” said the security man.

“No I haven’t,” said the old man. “What do you take me for, a robot?”

“We did have a gentleman once, who had one. It took us all morning to figure it out. He had been blown up by a mine in the War. His legs were full of shrapnel, too. You haven’t got anything like that then?” he concluded.

“I said “No”, didn’t I?”

“If you would just take off your braces, sir, and have another try.”

Again the electronic beep sounded. The security man sighed. “I am sorry, sir, but I must ask you to remove the rest of your clothing.”

“Oh, no you won’t!” said the old man, clutching the tops of his trousers.

“Not here, sir. If you would just come this way –“

“Daddy, your holy medal!” exclaimed the younger man suddenly. He loosened his father’s tie, undid he collar button of his shirt, and fished out a medal, dangling from a stainless-steel chain.

“That’s the culprit,” said the security man cheerfully. “If you wouldn’t mind taking this medal off and passing through the gate again –“

“I’ve never taken this from off my neck since the day my dear wife gave it to me.”

“If you don’t take it off, you don’t fly,” said the security man, now losing his patience.

“Come on, Daddy,” coaxed his son, and gently lifted the medal and chain over the old man’s white head. He poured the shining metal skein into his palm and handed it to the official. The old man seemed suddenly to lose the will to resist. His shoulders slumped, he passed meekly through the door-frame, this time without triggering the alarm.

(From Paradise News by David Lodge)

I. Define the following words

- | | |
|----------------------|--------------|
| 1. a bottleneck | 5. a culprit |
| 2. a beast of burden | 6. frisk |
| 3. commotion | 7. to clutch |
| 4. to beep | 8. to dangle |

II. Paraphrase the following expressions

- to make one concession to the nature of their journey and destination
- to see smth at large
- once you are airborne
- to give Mr Walsh a hand with the luggage
- to obey Leslie with ill grace
- to surrender one's keys
- to no avail
- to stir restively and pull their faces at each other
- to fish out a medal

III. Say it in English

Лацканы пиджака, скептически фыркнуть, убрать документы во внутренний карман, багажная тележка, укоризненно смотреть, беспомощно пожимать плечами, принимать кого-либо за кого-либо, подорваться на mine, ослабить галстук, терять терпение

V. Say it in Russian

The Airport Reception officer; heaving, shuffling crowds; holidaymakers, scuffed and scarred suitcases, metal detecting door-frame, to coax, to slump, meek, to trigger the alarm

V. Reproduce the text in the name of Leslie Pearson, Mr. Walsh's son, as it is.

UNIT XVIII

On-board Information

Delta Airlines

SAFETY

Safety is our first concern. It is important you watch carefully the flight attendants' demonstration of the emergency equipment before takeoff. We urge you

to review the **safety instruction folder** found in the seat back pocket in front of you during your flight and particularly just prior to landing.

REGULATIONS

Seat belts must be fastened for takeoff and landing and other times when requested by the crew. U.S government regulations require this. When the “**Fasten Seat Belt**” sign is not illuminated you are free to walk about the cabin if necessary. We suggest you keep your seat belt fastened when in your seat or when sleeping, in the event we encounter turbulence.

Passenger hand baggage must be stowed under the seat in front of you or in the overhead bin. If the hand baggage does not fit in these areas, one of our ground agents will be happy to check it for you.

Seat backs and tray tables must be in fully upright and stowed positions for takeoff and landing. This, too, is a Government **regulation** for your **safety** and that of other people around you.

Alcoholic beverages will be served on most flights. All such beverages must be served by flight attendants. We are not permitted to serve “any person who appears intoxicated.”

Electronic equipment, specifically cellular telephones, may not be used on board as they may interfere with the aircraft's electronic systems. Pacemakers, hearing aids, electric shavers, and electronic games cause no interference problems.

COMFORT

727 and 737 aircraft reading light, fresh air inlet, and attendant call button are located over your seat. Armrests house your seat recline button. Your tray table pulls down from the back of the seat in front of you. Pillows and blankets are in the racks overhead. Your coat and hat can be placed there also. All other carry-on items must fit completely under the seat in front of you.

The 747, A300, and A310 aircraft have overhead pull-down storage bins for your hat, coat and lightweight articles. All other carry-on items must fit completely under the seat in front of you. The overhead storage bins contain pillows and blankets.

In 747 aircraft the control console is in the seat frame below the armrest. It includes seat recline button, reading light switch, attendant call button. Theatre-in-the-Air headset inlet and volume control (**In the A300 and A310** the reading light switch and attendant call button are above your seat). Your tray table is in the seat back in front of you or in the armrest. Lavatories are in the middle of the cabin and in the rear of the aircraft. A light at either end of the cabin will illuminate when all lavatories are occupied. There are drinking water dispensers in the lavatory areas.

In the 747 and A300 first-class cabin the seat control console is in the side of the armrest. Your tray table is folded inside your armrest or in the seat back in front of you. Lavatories and drinking water dispensers are aft of the galley area. On the 747, there is also a lavatory located on the upper deck.

Magazines are located in the storage racks throughout the cabin of all aircraft. Please return them when you have finished so that the others may enjoy them.

I. Say it in English

Бортпроводник, взлет, посадка, спинка кресла, непосредственно перед приземлением, экипаж, откидной столик, ручная кладь, в задней части салона самолета, кухня, ремень безопасности, кнопка вызова бортпроводника

II. What is the English for

To be one's first concern, the sign is illuminated, overhead bin, to be in the fully upright position, pacemaker, hearing aid, fresh air inlet, to house a seat recline button, drinking water dispenser, headset inlet, aft

III. Match the verbs with corresponding nouns

- To affect, to interfere with, to cause, to review, to stow, to fasten, to encounter
- Interference problems, seat belts, safety, the baggage, the safety instruction folder, turbulence, the aircraft's electronic systems

IV. In what mood form is the underlined verb used in the following sentence? It is important that you watch carefully the flight attendants' demonstration of the safety equipment. Make up 5 sentences of your own following this pattern.

V. Provide synonyms for the following words

1. aircraft 2. flight attendant 3. to fasten 4. seat belt 5. overhead bin

SAS

Happy Flight

Air conditioning

All our airplanes have automatic air conditioning. In addition some have an adjustable air vent within reach of your chair.

Airsickness

In the pocket in the back of the seat in front of you, you will find a bag for use if you should be airsick. Or ask the cabin crew for an airsickness remedy.

Babies

A cradle can be provided for your baby during the flight, if ordered in advance when you book your ticket. This service is available only on wide-body planes and Euro Class. During take-off and landing, however, babies should be held in your lap.

Our wide-body planes also have a nursing table in the lavatory for baby care. We can also provide diapers. Your cabin attendant will be pleased to warm up your baby's bottle for you or provide baby food.

Cabin Service

To call a cabin attendant press the button above your head or on your seat armrest.

Children

Children find it difficult to remain seated for long periods. But our comics, colored pencils, drawing paper, games and toys can help to make their journey more fun. We have a special children's menu that you may order when you book the ticket. We can also provide your child with the cozy sleeping bag on long flights.

Drinks

In First Class, First Business Class and Euro Class all drinks are complimentary. In Tourist Class, there is a small charge for alcoholic beverages. International regulations and Scandinavian law prohibit the consumption of passengers' own alcoholic beverages during the flight.

Ear pressure

Some passengers may experience pressure buildup in their ears caused by changes in altitude. For relief, try yawning, swallowing, or if you have a cold, ask for nose drops.

Medicines

We carry a small medical supply onboard. We can offer aspirin, should you have a headache, or Band-Aids, should you cut yourself.

Personal use

The cabin crew will be pleased to provide a pen or sanitary napkins. Needles and thread are available on intercontinental flights.

Reading

On international flights we offer a variety of Scandinavian and foreign newspapers specially selected for the route. On longer trips, magazines are also available.

Reading light

You will find the switch for extra reading light either above you or on the seat armrest.

Resting

Ask for a pillow or a blanket if you wish to take a nap. On your armrest you will find a button for lowering the backrest. On continental flights we have earplugs and slumber shades to help you sleep. And when you wake up, we'll have razors, toothbrushes, toothpaste and eau de cologne to help you freshen up.

Special meals

We offer vegetarian, kosher or other types of special meals. However, this must be ordered when you make your reservation, and your ticket must be marked accordingly. Make yourself known to the cabin crew.

I. What is the English for

Бортпроводник, кондиционирование воздуха, зарезервировать билет, напитки подаются бесплатно, перепад высоты, подлокотник кресла, опустить спинку кресла, задремать

II. What is the Russian for

Adjustable air vent, wide-body plane, earplugs, slumber shades, intercontinental flights, a folder

III. Insert prepositions

A small charge ... alcoholic beverages, ... continental flights we have earplugs and slumber shades, to have an adjustable air vent ... reach ... your chair, ... the pocket ... the back ... the seat you, to be available only ... wide-body planes, to be provided ... your baby ... the flight, to warm ... your baby's bottle ... you press the button ... your head or ... your seat armrest, to experience pressure buildup ... their ears caused ... changes ... altitude, the switch ... extra reading light.

IV. Make up a dialogue with your partner: act as an experienced flight attendant and a trainee. Discuss on-board regulations and services provided by cabin crews.

UNIT XIX

Low-cost, Long-haul Flights Take off ... but is 'Budget' Really Cheaper?

With the promise of great savings come the inevitable catches

Harvey Jones

Sun 18 Nov 2018

It appears too good to be true – a short hop to Reykavik from Gatwick for £30; a flight from St Petersburg to Stansted for £23 and even one way to Chicago for £140. Budget travel is no longer just the preserve of the short journey. While Ryanair and easyJet have made their timetable of short hops around Europe synonymous with cheap fares, the number of long-haul operators offering low-cost journeys to more far-flung destinations has grown in recent years.

Aeroflot subsidiary Pobeda Airlines, WOW Air, which is owned by Icelandic, German operator Eurowings and Norwegian Airlines are among those that have emerged, promising to make your money travel further.

But with the promise of great savings come the catches. Checking in luggage is done at a price, getting something to eat on board will typically not be free and booking fees can also add to the cost.

So is taking the cheaper option to fly a long distance worth the hassle? Or will the bill end up being the same – or, worse, exceed the traditional operators’?

A more limited choice

While the price may be attractive, the destinations can be limited. Pobeda, an airline that already operates in Russia, offers just three UK departures from London Stansted – to Moscow, St Petersburg or Yekaterinburg, Russia’s fourth-largest city. Eurowings, meanwhile, boasts to be “low-cost, long-distance” but most of the 50 countries that it flies to are in Europe, although it does offer the US, Mauritius, Thailand, Cuba, Dominican Republic and Mexico – provided you are happy to fly via Düsseldorf.

Norwegian goes to New York, Florida and Bangkok, while Level flies long-haul to Boston, New York, Los Angeles, San Francisco, Buenos Aires, Martinique, Montréal, Guadeloupe and Santiago de Chile – although mostly via Barcelona.

Price

Spending New Year’s Eve surrounded by the historical landmarks of St Petersburg sounds like a good way to ring in 2019. Pobeda is offering flights of just under three-and-a-half hours (at the time of writing) departing from Stansted on Saturday 29 December with a return on 4 January for £223.

For that you get hand baggage only and a pre-assigned seat. If you want a 20kg check-in baggage allowance and seat selection, you need to upgrade to its “Plus” option, which lifts the return price to £268.

And here is the problem that anyone flying long haul on many of the budget flights faces – can you survive with just hand luggage for your holiday? Even with the most imaginative packing and reusing of the same clothes, a few days in Russia in winter would be difficult with a 10kg allowance. As a result, it will be inevitable many will opt to pay more.

The Pobeda option is still a lot cheaper than British Airways, which was offering “Economy Basic” flights on the same days for £436 return. This rises to £476 on “Economy Plus”, which includes free seat choice and 23kg checked baggage – but you still pay for drinks and M&S food.

Working out the best deal

Despite the marketing, “budget” is not always better. Norwegian Airlines offers three departures a day from London Gatwick to New York JFK on its 787 Dreamliners.

A weekend break in New York from Thursday 2 May 2019 to the following Monday costs £420 return on its “LowFare” rate – no food, no check-in luggage, no seat reservation, just a cheap direct flight and 10kg hand luggage. If you upgrade to its “LowFare+” you get 20kg check-in luggage, seat reservation and onboard meals for £520.

However, established operator Virgin Atlantic departs London Heathrow on the same day for just £293 return in “Economy Light” or £393 with “Economy Classic” which includes 23kg of check-in baggage, choice of seat and food and drinks.

If you want to fly from Edinburgh to Toronto on 30 May, WOW Air will go there via Reykjavik in almost 11 hours. The best deal for those who want checked luggage is “WOW Comfy” going out for £348.23 and “WOW Plus” for the return flight on Friday 14 June for £299.70. Including a booking fee of £22.20, the total comes to £670.13.

By comparison, Air Canada will fly from Edinburgh on 30 May via Frankfurt in just under 12 hours. The return flight is non-stop, taking just six hours and 40 minutes and the total price comes in at £596. The more traditional airline works out £74 cheaper, plus you save hours with a direct flight on the way back.

These instances prove the point that while sometimes budget airlines may be cheaper, traditional carriers will be a better option.

Make it work for you

What works best for you depends on when you want to fly, how much baggage you want to take, where you want to sit and when you want to check in.

“Check every extra before booking because there are times when full-service carriers will offer a better overall deal,” says Emma Grimster of TravelSupermarket.com. “Budget airlines may fly to more remote airports, so you have to factor in the cost and effort getting to where you really want to be.”

Savings can clearly be made by bringing your own meals or choosing to sit away from friends or family – but this will not be for everyone. That said, many midair meals are also not for everyone anyway. But if you do want one, WOW offers oriental-style instant noodles for £4.50, tomato Cup-a-Soup for £3.12, and water, fizzy drinks, tea and coffee for £2.33.

<https://www.nytimes.com/2018/04/13/travel/sustainable-travel.html>

I. Say it in Russian

Aeroflot subsidiary, a catch, to be worth the hassle, historical landmarks, return price, a 10kg allowance, direct flight, midair meals, inevitable, to work out the best deal.

II. Say it in English

Перелет на дальние расстояния, лететь через Барселону, ручная кладь, выбор места, зарегистрированный багаж, лучший вариант, лапша быстрого приготовления.

III. Paraphrase the following

- To be the preserve of the short journey
- to make your money travel further
- a pre-assigned seat
- full-service carriers
- to factor in the cost and effort

IV. Insert prepositions

To be synonymous ... cheap fares, checking ... luggage is done ... a price, end ... being the same; ... comparison, Air Canada will fly ... Edinburgh ... 30 May ... Frankfurt ... just ... 12 hours, the total price comes ... £596, choosing to sit ... friends or family.

V. Comment on the advantages and disadvantages of using low-cost carriers.

UNIT XX

Flight shaming is taking off – can travel be more ethical?

Campaigners want us to take fewer flights, but ditching the plane for a train is easier said than done

Jo Thornhill

Sun 9 Jun 2019

When 16-year-old climate change activist Greta Thunberg arrived in London as part of her awareness tour in April, the way she travelled was part of her message. After leaving her home in Stockholm, she went to Strasbourg and then Rome before going to the UK, all by train.

The journey was part of the *flygskam*, or “flight-shaming”, movement, which encourages the feeling of being embarrassed or ashamed to take the plane because of the environmental impact.

Thunberg has not flown since 2015 and is urging others to turn their backs on aviation for good.

But for families planning a summer holiday, just how practical and cost-effective is it to shun air travel? Leaving aside the obvious concerns of dragging young children across the continent for many multiples of the hours it takes to fly to traditional holiday destinations – let alone further afield – there are questions over how many bags can be taken, comfort, and the possibility of industrial action, technical problems or delays. Those in favour of avoiding airports would argue that the same things can occur when going by plane.

So is more ethical travel a realistic possibility for families?

Logistical problems

As a mother of four children aged from two to 11, Helen Hamston illustrates the views of many parents when she says the thought of a long-haul train journey in Europe fills her with horror.

“Being confined in a carriage with members of the public where my kids are on show would be highly stressful. My toddler doesn’t sit still for long, and how many snacks would I need to pack for that length of journey? Changing trains would be like

a military operation and when everyone is tired and hungry it just doesn't sound like much fun. At least a flight is over more quickly," says Hamston, who runs Mummy's Gin Fund, an online advice forum and buy-and-sell platform for parents.

It is a thought that will draw sympathy from many, and highlights the logistical problem of moving a young family from one destination to the next by rail. Hamston, who lives in Devon, says that for families with older children cross-country train journeys could be a great experience, but for now she is sticking with staycations.

Extra costs

With baggage charges, the cost of getting to and from an airport and inflated food costs along the way, even the most budget of flights can balloon in cost quickly.

There may be an expectation that, because of the amount of time it takes to get to your destination, rail, road and ferry would automatically be cheaper.

The reality is not so clear-cut – particularly if you have to travel at peak times within the confines of school holidays.

As a general rule the earlier you book – for most modes of travel – the cheaper the deal. Rail, ferry and airline companies use dynamic pricing, so shopping around in advance will usually pay off.

Being flexible on travel dates will also help. Fridays and weekends are notoriously busy days for rail travel, for example, so passengers will usually pay more compared with midweek tickets. A search conducted recently for a return trip from London to Bordeaux for a family of four at the end of July (travelling midweek) would cost about £500 by train (Eurostar and TGV) or around £400 to fly with a low-cost airline, including check-in bags.

While the train takes around six and a half hours, the flight is one hour 45 minutes. The return ferry crossing came in at £162 – a relative bargain, but petrol costs and probably an overnight stop would need to be included in the budget, not to mention the extra time taken.

For longer journeys, the cost of travelling by train or car can increase significantly.

Ethical issues

The push towards more ethical travel has brought results. An increasing number of people are becoming more concerned with how they travel, says Lucy Bishop from Manchester-based Travel Counsellors.

This extends from the destinations they choose to using local businesses when abroad. However, she has yet to see a considerable shift away from flying, she adds.

“For most families it comes down to the time constraints,” says Bishop. “But also cost and practicality mean they have to fly if they want to go abroad.

“A long train journey or road trip can be appealing for couples and singletons. They often view it as part of the holiday, making interesting stops en route. But travelling by train to popular family destinations, such as Greece, southern Spain and Portugal, just isn’t realistic if you have a big family and you’ve only got 10 days or two weeks.”

Yet with growing pressure and heightened concern around global heating – plus potentially higher taxes in future on flights, to counter carbon emissions, and the social effect of “flight shaming” – it is possible there will be a more substantial shift in the coming years in the way holidaymakers travel.

Muna Suleiman, campaigns officer at Friends of the Earth, urges families to be braver about their summer holiday plans and to ditch air travel.

“Take action to cut pollution by thinking twice before hopping on a plane for your holiday,” she says. “You might be surprised how many beautiful parts of the world you can reach by train and how relaxing the journey can be – even with children.”

Tips for success

Rail and road travel by the British on the continent is not a new trend – families have been taking the car to France, Germany, even Italy and northern Spain for years and Europe’s railway networks are a perennial favourite with gap-year students.

Making the most out of potential savings for rail travel involves planning ahead. Being able to buy tickets in advance online has made things much easier, more transparent and cheaper.

Mark Smith, founder of the train-travel website Seat61.com, provides tips on travelling by rail overseas. They include the rules on child fares in different countries and many of the ticketing pitfalls to look out for, such as how some booking websites

don't apply discounts on child fares so they can end up costing more than the adult ticket.

He says websites such as loco2.com (no fees) and thetrainline.com (3% booking fee) enable travellers to book train seats through to many destinations in Europe.

Tickets are typically released between 60 and 90 days ahead of travel. If a family can be flexible with dates, try different options such as days of the week and times of the day, as ticket cost can vary widely.

Smith recommends bargains such as Deutsche Bahn's "Sparpreis London" fares from London to anywhere in Germany starting from €59.90 each way and Czech Railways, which offers Brussels to Prague fares from just €21.

<https://www.theguardian.com/money/2019/jun/09/flight-airline-travel-rail-family-environment>

I. Say it in English

Отказаться от самолета в пользу поезда, воздействие на окружающую среду, навсегда, забастовка, сделать пересадку, быстро вырасти в цене, билет на паром через Ламанш в оба конца, не говоря уже о дополнительных затратах времени, делать остановки в пути, рассматривать в качестве составного элемента отпуска, цена билета может существенно отличаться.

II. Say it in Russian

To shun air travel, let alone further afield, to be on show, inflated food costs, to be clear-cut, shopping around in advance will usually pay off, a relative bargain, to come down to the time constraints, to counter carbon emissions, perennial, ticketing pitfalls, to be released between 60 and 90 days ahead of travel.

III. Insert prepositions

To be ... favour ... avoiding airports, to be confined ... a carriage ... members ... the public, to travel ... peak times ... the confines ... school holidays, to become more concerned ... how they travel, higher taxes ... future ... flights, to be a favourite ... gap-year students, to provide tips ... travelling ... rail overseas, to look pitfalls, to be flexible ... dates, to enable travellers to book train seats many destinations ... Europe.

IV. Paraphrase the following

- Awareness tour
- to turn their backs on aviation
- to stick with staycations
- to see a considerable shift away from flying
- to be appealing for couples and singletons
- to heighten concern around global heating

V. Explain the essence of flight-shaming movement. Comment on its strong and weak points.

UNIT XXI

Holiday Travel Made Smarter

A former flight attendant reveals easy hacks for smoother departures.

- By Beth Blair

23 November 2016

When the radio plays Jingle Bell Rock, it's a cue that airlines are rocking, too: In the UK last year more than 5 million Britons flew abroad for Christmas; in the US this year, 27.3 million Americans will fly for the Thanksgiving holiday — a 2.5% rise from last year, according to the airline industry trade organization Airlines for America.

With those statistics, it's obvious: Navigating crowded flights, weather delays, contagious bugs, and cranky travellers, successful flying starts with planning.

Stay on the good side of airport security

"Wrapped gifts are screened just like any other item," says the US Transportation Security Administration (TSA). "We can see through the paper just like we can see through luggage, but just as we have to open a bag when it requires a search due to an anomaly or an alarm, we have to open wrapped items as well if they alarm or require additional screening." In other words, you may do well to leave gifts unwrapped in both carry-on and checked baggage once you get settled in at your destination.

Daniel Post Senning, author of *Manners in a Digital World: Living Well Online*, reminds passengers to prepare for airline security by knowing the rules and regulations. “Nothing slows down the screening line like an unprepared passenger who packed a too-large shampoo or shoes that take extra time to be removed. If you have a lot of electronics to unpack, be courteous and let others go ahead of you,” says Senning.

A big part of checkpoint preparation is knowing what not to pack — or what to pack in a checked or carry-on bag. Set of steak knives? Checked bag only. Electronic cigarette paraphernalia? Carry-on only. Ice skates? Carry-on or checked; you choose. And of course, such giftable goodies as fireworks, flavoured oxygen canisters and vehicle airbags won't fly in either bag. Airport security agencies in Britain and the US have provide a list of prohibited items on their respective websites, and the TSA shows off a selection of its confiscated prizes — everything from brass knuckles to a ‘post-apocalyptic bullet-adorned gas mask’ — on its ever-popular Instagram account.

And what about that go-to holiday tchotchke, the snow globe? Alas, it is perhaps best left off the gift list. While not specifically prohibited by airport security agencies, these breakable baubles will be confiscated if they contain more than 100 milliliters (3.4 fluid ounces) of water — or if inspectors *believe* they do. How can you save yourself the heartache? Take the tennis-ball test: If your globe is smaller than a tennis ball, it will probably make it through airport security; if it's larger than a tennis ball, leave it home (or, if you dare, stow it in a checked bag). Also worth noting: Just like carry-on bottles of shampoo and mouthwash, carry-on snow globes must be presented in a zipper-style transparent plastic bag.

Stay healthy (and help others do the same)

’Tis the season — cold and flu season, that is. And while it’s time for giving and receiving, one gift you don’t want to bring home is the sniffles, or worse. Being in public places increases your chances to catch contagious bugs, and an aeroplane that sees hundreds of people a day is especially susceptible.

Simply being in the airport means access to germs: Think elevator buttons, escalator and stairway handles, and drinking fountains. Senning says, “To avoid

getting sick keep your hands below your shoulders. Don't touch your eyes, ears, nose or mouth.”

And while it's best to stay home when you're sick, sometimes travelling under the weather is unavoidable. If that's the unfortunate case, pack tissues, water and do your best to cough and sneeze away from fellow passengers, says Senning. As for discarding tissues, “Seatback pockets are not receptacles,” he says. And don't pass used tissues to the cabin crew. They don't want to get sick either. Instead, dispose of tissues in the garbage can in the lavatory.

Be nice to your flight attendants

What's perhaps the kindest thing to keep in mind while flying for the holidays? Being sensitive to overworked flight attendants. If you want good service during this stressful time, it pays to be nice.

Some airline employees — especially newer cabin crew who are often bounced around to several flights — can easily have a 10- to 14-hour duty day. That doesn't include their time driving and parking at the airport, if it's the first day of their trip. When weather is bad (like common late autumn and winter forecasts of snow, ice and rain), delays are inevitable which might inconvenience you. But it's also extending your crew's day — and remember, flight attendants don't get paid if the plane isn't pushed away from the gate. That means if you're sitting at the gate for two extra hours, your crew is not getting paid.

I can speak from experience. I recall one Christmas week being on a plane for three hours on the ground, serving beverages and bags of peanuts while we waited for an aeroplane part that was “supposed to be here any moment”. Passengers were allowed to disembark and re-board as they pleased, but as long as passengers were onboard, the flight attendants had to be present. The flight ended up being cancelled. The only money I made was the minimal hourly per deim: roughly \$6 for three hours of work being stuck on a plane with grumpy passengers. The worst part? I was also reassigned, and had to work another flight after that.

I. Say it in Russian

A cue, to navigate crowded flights, cranky travelers, to do well to leave gifts unwrapped, to slow down the screening line, giftable, flavoured oxygen canisters, snow globe, receptacle cabin crew, to inconvenience somebody, to disembark and re-board as they please, to be reassigned.

II. Say it in English

Заразные микробы, пункт проверки багажа, автомобильная подушка безопасности, кастет, прозрачный пластиковый пакет на молнии, восприимчивый, неизбежный, иметь 10-14 часовой рабочий день.

III. Insert prepositions

A 2.5% rise ... last year, to get settled your destination, to stow it ... a checked bag, dispose ... tissues ... the garbage can, to be pushed the gate, to speak ... experience, to be stuck ... a plane ... grumpy passengers.

IV. Paraphrase the following

- To stay on the good side of airport security
- to alarm additional screening
- go-to holiday tchotchke
- to travel under the weather
- to be sensitive ... overworked flight attendants
- to bounce around to several flights
- to be the minimal hourly per deim

V. What tips about holiday travel does the flight attendant give to passengers?

Elaborate on each of them.

(<http://www.bbc.com/travel/>)

UNIT XXII

Why Airlines Make Flights Longer on Purpose

By Kathryn B. Creedy

9 April 2019

In the 1960s it took five hours to fly from New York to Los Angeles, and just 45 minutes to hop from New York to Washington, DC. Today, these same flights now take six-plus hours and 75 minutes respectively, although the airports haven't moved further apart.

It's called "schedule creep", or padding. And it's a secret the airlines don't want you to know about, especially given the spillover effects for the environment.

Padding is the extra time airlines allow themselves to fly from A to B. Because these flights were consistently late, airlines have now baked delays experienced for decades into their schedules instead of improving operations.

It might seem innocuous enough to the passenger – after all, what it can mean is that even though you take off late, you're pleasantly surprised to arrive on time at your destination.

However, this global trend poses multiple problems: not only does your journey take longer but creating the illusion of punctuality means there's no pressure on airlines to become more efficient, meaning congestion and carbon emissions will keep rising.

"On average, over 30% of all flights arrive more than 15 minutes late every day despite padding," says Captain Michael Baiada, president of aviation consultancy ATH Group citing the US Department of Transportation's Air Travel Consumer Report. The figure used to be 40% but padding – not operational improvements – boosted on-time arrival rates. "By padding, airlines are gaming the system to fool you."

He says if instead airlines tackled operational issues, customers would directly benefit. "Padding drives higher costs in fuel burn, noise and CO2 which means if airline efficiency goes up, costs go down, benefitting both the environment and fares." Of course, airlines know customers value punctuality. Delta Air Lines for one, goes to great lengths to ensure its flights are on time more often, according to the US Department of Transportation. Delta attributes this to a \$2bn investment in new aircraft, cabins and airport facilities, but continually emphasises "on-time-performance" is a driver of higher fares.

So, if arriving on time pays off for customers and airlines, why don't the airlines work on efficiency instead of lengthening flight times?

How late is late?

The ultimate goal is ‘A0’, or arrival at the gate exactly on time. If a flight is early or late, it can disrupt several other things – like gate availability and airport capacity.

There’s even a language for describing this punctuality. So, any delay beyond A0 adds the number of minutes the aircraft arrived late at the gate – A15, for an aircraft that’s 15 minutes late. But anything between A0 and A14 is not considered late by the US Department of Transportation. The DoT created this global standard for measuring “on time” before the advent of modern data and communications that, today, make A0 achievable.

This means that airlines still have a window to hit to be ‘on time’, rather than a very specific slot – which can lead to congestion. Air traffic control must make allowances for this, because too many planes arriving around the same time overwhelms airports. So air traffic control stretches out aircraft approaches, slowing arrival rates.

To be fair, global airlines have invested billions of dollars in technologies to enable more efficient flight paths, according to industry body Airlines for America. But this has not moved the needle on delays, which are stubbornly stuck at 30%.

A lot of different things can cause a delay but Baiada believes 80% of the factors involved – like schedule, airport arrival flow queueing, aircraft availability, gate availability, maintenance and crew legality – are within the airlines’ control. But to date they have left it to air traffic control to remedy once planes are in the air.

“Once an aircraft is off the gate, the airlines forget about it until it arrives at the next airport,” he explains. Baiada says there is a better way – they could be tracking their aircraft and adjusting operations throughout the flight, managing aircraft sequencing, choosing flight speeds and paths leaving air traffic control to concentrate on separation and safe operation of the airspace.

Part of the problem is schedules are designed by airlines for perfect conditions, Tom Hendricks, a retired airline executive, told BBC Capital. “But on any given day you might have weather, air traffic control or company network disruptions and the system must adjust.”

But Hendricks believes on most days airlines could be doing more to ensure the flow of planes in to the airport is as efficient as possible as this is integral to their economic success.

Another option could be to reduce the number of flights – but airline flight schedules are designed to meet buyer demand. So, if there were fewer flights, fares would increase.

Better late than never

So are there any solutions on the horizon? One of the biggest assumptions is that modernising air traffic control will solve the problem. Billions of dollars in investment have in fact halved air traffic control-caused delays since 2007 while airline-caused delays have soared, according to a 2016 Bloomberg report.

Baiada has come up with a Business Based Flow Management (BBFM) system – which involves airlines working with air traffic control to optimise efficiency in the air. Tests in 2012 by four industry and academic bodies including the Federal Aviation Administration (FAA) validated BBFM at five airports. Overall it reduced delays, fuel burn, noise, CO2 emissions and air traffic control congestion, and rapidly increased capacity. Delta saved \$74m in fuel alone, saving 635m pounds of CO2.

With airlines under pressure to cut costs, increase profits and reduce their environmental impact, why aren't they already working with air traffic control on this? "Airlines have invested in new technology before with mixed results," Hendricks says. "They are now very careful [about] what they do invest in. This is complicated by the fact they are investing heavily in the technology required by global air traffic control modernisation now underway."

Hendricks, who was working at Delta when it was testing Baiada's technology, was a reluctant convert to the system. It took some analysis from university The Georgia Institute of Technology to counter his considerable scepticism. Even so, he says the technology has never been fully integrated and tested within the whole air traffic control system. While he is convinced there is great potential, he thinks BBFM needs that testing.

So what does all this mean for passengers? With airlines gaming the system, as it stands, flight times will likely increase as more and more planes take to the skies.

“Stalling tactics like padding flight times have become common practice for airlines,” says passenger rights activist Paloma Salmeron, spokesperson for AirHelp. She claims this tactic not only enables airlines to claim they have improved on-time (OT) flight performance, but it also makes it easier to swerve the “magical three-hour limit” on delays – the threshold that qualifies passengers to file compensation claims at least under European Union passenger rights’ law.

“Many airlines will try to make it tricky for passengers to get an eligible claim accepted and the tactic of extending flight times is yet another way to decrease a passenger’s chance of filing a claim and getting financially compensated for the hassle they have gone through.”

Yet this padding hasn’t solved aviation system woes that plague consumers.

“There is a lot airlines can do to improve efficiency and Baiada’s solution is one of them,” says airline consultant Bob Mann. “When it comes to delays and congestion, airlines are still complaining it’s an air traffic control problem when it is not. My view is they should stop complaining and do something about it, benefiting customers, employees, investors and the communities they serve.”

I. What factors can cause the flight delays? How can the situation be improved, in the author’s view?

II. Compress the article to 200 words; get ready to reproduce your summary in class.

(<https://www.bbc.com/worklife/article/20190405-the-secret-about-delays-airlines-dont-want-you-to-know>)

СВЕТЛАНА ЮРЬЕВНА ПАВЛИНА

Focus on Travel

Путешествие

*Учебное пособие для студентов
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