

## Recording script

You will hear a student asking about trips from her college. First, you have some time to look at questions 1 to 5.

Now listen carefully and answer questions 1 to 5.

**Woman:** Hello.

**Man:** Hi – can I help you?

**Woman:** Yes, I was looking for the social organiser. I'm sorry, I don't know his name.

**Man:** He's not here at the moment, but I can probably help you. He's called Paul Urquhart, that's U-R-Q-U-H-A-R-T. My name's Will.

**Woman:** Oh, OK. I was wondering about trips this term.

**Man:** We've got three – one in June and two in July.

**Woman:** Great – where are they to?

**Man:** The first one's to Bath – we call this the 'Fashion and Shopping' weekend because we visit the Costume Museum. The second one is to the National Gallery in London to see their Renoir exhibition and then free time on the Sunday. I'm sure that's going to be very popular with everyone.

**Woman:** Mm. And the other trip?

**Man:** That's to London, too. This is only a day trip. It's called 'Shopping and Theatre'. You do your shopping in the morning and in the afternoon see a play. Not sure which one yet, though, but there's always something good on at that time of year in the West End.

**Woman:** How much are the trips?

**Man:** I haven't worked out a final price yet for the weekend trips, but last year they were £150. I guess we'll be charging about £160 this year – that's actually very good value. The day trip will obviously be much cheaper – £30.

**Woman:** Is it a very early start?

**Man:** All trips leave here at seven in the morning. Some people think they can turn up at 7.15, but I'm afraid we don't wait around. We aim to get back at about five-thirty in the evening.

**Woman:** OK. And when do I need to decide whether I'm going or not?

**Man:** I'll put a notice up about a week before the trip leaves, and you'll need to sign your name to say you're interested. It'll be in reception rather than the common room, where the other notices are.

**Woman:** OK, thanks. I'll think it over.

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Before you hear the rest of the conversation, you have some time to look at questions 6 to 10.

Now listen and answer questions 6 to 10.

**Woman:** Can you tell me a bit more about the trip to Bath? I've never been there.

**Man:** Sure. There's loads to see and do – you'll definitely need to bring good walking shoes with you – oh, and a camera, of course. No need for a map, as we'll give you one.

**Woman:** Uh-huh. Now, I know we're going to a museum and have some free time to go shopping, but what else can we do?

**Man:** OK, well, on the Sunday, you could take a bus tour of the city in the morning, and if the weather's nice, I'd buy some sandwiches and eat in the park rather than queuing up to get a seat for lunch in one of the cafés. They're always crowded.

**Woman:** What about in the evening?

**Man:** Well, there are the usual things to do – nightclubs and so on. But there's a film festival in one of the museum gardens while we are in Bath, and that should be great – you can sit under the stars and be entertained.

**Woman:** Sounds wonderful.

**Man:** It should be – as long as it doesn't rain, of course.

Anyway, another idea for a sunny day is to get a boat and go on the river for a couple of hours. You can hire bicycles, too, but I think that would be too tiring if it's hot.

**Woman:** What about the hotel? I forgot to ask about that.

**Man:** Sure – it's called the Regent and it's modern. There's a restaurant, and I think they're building a gym, but it won't be ready when we go. However, what they do have is a small indoor swimming pool, so remember to take a swimsuit with you!

**Woman:** It all sounds great – I'll definitely go. Thanks a lot, Will.

## Recording script

You will hear someone talking about rail travel. First, you have some time to look at questions 1 to 6.

Now listen carefully and answer questions 1 to 6.

**Man:** Today we're going to be talking about luxury rail travel. It all started with George Pullman, didn't it?

**Woman:** Yes, the man who began luxury train travel was called George Mortimer Pullman. He was born in the USA on the 3rd March 1831, the son of a builder. However, when he arrived in Chicago in 1859, he spent his first few years there raising offices and houses and constructing new foundations. This was necessary because much of the Chicago area was only a metre or so above the level of Lake Michigan, and the streets were often flooded.

Pullman took the money he earned from this and moved on to develop a new venture – railroad carriages. Pullman began by remodelling two standard passenger carriages into sleeping carriages. His first service was between Chicago and Bloomington, Illinois. Heating came from wood-burning stoves, and the light from candles. Steam heating replaced the wood stoves only in the 1880s, and electric lights came in in the 1890s.

Business grew slowly but steadily until the Civil War. In 1862, he left Chicago for the Colorado gold fields, where he opened a store and in his spare time continued to develop his ideas about railway carriages. Returning to Chicago, Pullman constructed the 'Pioneer' carriage in 1865, which became a classic in rail history.

Orders began to pour in, and Pullman built a new plant on the shores of Lake Calumet, several kilometres from Chicago. Between 1880 and 1884, in an effort to make it easier for his employees, he constructed a town near the factory. All the houses were leased, employees weren't allowed to buy, and Pullman sold water and gas to his own workers at a ten per cent premium.

The railroad-carriage business made him a fortune.

Pullman only leased his carriages, never sold them. With over two thousand of them on the rails, his company was worth \$62 million by 1893.

When business fell off in 1894, Pullman cut jobs, wages and working hours, but not house rents. His employees went on strike. This was eventually broken by government troops. Pullman's reputation was ruined. A government report condemned him for refusing to negotiate and for creating economic hardships for his workers. Pullman died in 1897.

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Before you hear the rest of the talk, you have some time to look at questions 7 to 10.

Now listen and answer questions 7 to 10.

**Woman:** So, how are Pullman and the Orient Express connected? Well, it all started in 1868 when Georges Nagelmackers, the son of a Belgian banker, visited the USA, and while there, he travelled in the railway carriages built by an American called George Mortimer Pullman. He was very impressed, and on his return to Europe, Nagelmackers decided to start Europe's first luxury train service. This, in fact, took another 13 years because of problems in Europe, but finally, in 1883, he launched the Orient Express.

The train consisted of two baggage cars, one for mail and the other to hold passengers' luggage. Then came two sleeping cars and the dining car, which was lit by gas chandeliers.

The original route was from Paris to Romania via Munich and Vienna. In Romania, passengers were taken across the Danube to Bulgaria to pick up another train to Varna, from where they finished the trip to Constantinople, modern-day Istanbul, by ferry.

It wasn't until 1889 that there was a direct rail line to Istanbul. Then, in 1905, the journey time between Paris and Venice was cut when a tunnel – at just over 20km, the world's longest – was completed. This allowed the introduction of a more southerly route via Milan, Venice and Trieste to Istanbul.

The journey between Paris and Istanbul took several days. Passengers relaxed in their compartments, where they had wash basins and comfortable beds. The fares were very high, but then so was the level of comfort. The train was a great success.

The Orient Express went into decline in the 1950s and 60s as air travel became cheaper and faster. However, it continued to operate until 1977. In 1982, the route was reborn when the company was bought by James Sherwood.