

not entirely successful in the climate of Shanghai.

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## Traveller's check

The passage below describes the writer's journey on the North Borneo Railway.



### Task

Comment on the style and language of the passage.

Travel, as we know it today, had its roots with the appearance of trains. The train opened up the countryside and people could head off for a day's outing away from the city.



Thomas Cook was the first travel agent who organised groups of travellers to head off into England's Lake District for some rest and recreation. Since then, we haven't looked back and now there are few areas on the planet where people haven't left their mark.

Some of us still seek out a 'puffin billy' experience as part of our travels. The North Borneo Railway in Sabah, East Malaysia, is the only rail track on the island of Borneo ... these few hundred kilometres of track are a paradise for those who dream of trains. There are two choices - the daily train to the small settlement of Temon or the twice-weekly tourist train to Papar. 'Trainheads' won't need any convincing to do both trips at least once.

The renovated North Borneo Railway operates a journey south from Tanjung Aru in Kota Kinabalu along a narrow rickety train line to Papar some 66 kilometres away. Looking around the train, it's easy to see that some of the passengers fall into the 'lunatic fringe, fanatical steam train devotees' category while others appear to have only a passing interest in the nostalgia of a mode of transport that has slipped into near oblivion ... the train accommodates 180 passengers in fully renovated colonial-style train carriages ... The railway recreates the experience of a bygone era in the land once known as British North Borneo. It's like a time capsule transporting passengers along what was once the lifeline for people living here.

*Going Places* (magazine of Malaysia Airlines) January 2002

