

Task One: Paragraph Headings (10 minutes) – Questions 1-6**You will read an article about the London Underground**

- Match each paragraph to the correct heading.
- Place a **X** in the appropriate box on your Answer Sheet.
- The first one has been done for you.
- There are two paragraph headings that you DO NOT need.

Paragraph Headings

- A LEADING THE WAY
- B A TECHNOLOGICAL TRANSFORMATION
- C THE ORIGINS OF THE UNDERGROUND – EXAMPLE**
- D OVERCOMING PHYSICAL OBSTACLES
- E SERVING LONDON'S NEEDS
- F STILL THE BIGGEST AND THE BEST TODAY
- G PASSENGER SAFETY
- H LATER EXPANSION
- I EARLY SUCCESS AND GROWTH





THE LONDON UNDERGROUND

EXAMPLE	C
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London is the mother of all the world's metro systems. In 1863, the first tunnel was opened in the city centre for a rail line between Paddington and Farringdon as part of the Metropolitan Railway, which at first used steam engines.

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We still find the Metropolitan Line on the London Underground map today. This initial service was so popular that it was soon extended into the suburbs, and another line, the District, was built. Over the next thirty years a large network of additional underground and surface lines were developed. By the beginning of the last century, London was already proud of a very extensive metro system.

2	
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London's first "real" metro line was the City & South London Railway, where a fully electric system was installed between Stockwell and Bank in the City of London. This had originally been planned as a cable railway, but planners saw the advantages of the recent developments in electrical engineering and incorporated them into their plans. It was this radically modernised system that came to be known as "the tube".

3	
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London became a prototype for other embryonic underground systems across Europe. By 1900, Budapest, Glasgow and Paris had their own underground train lines all based on the system pioneered in London. But London made sure it kept ahead of the competition. Another short line opened, the forerunner for today's Waterloo & City Line. From 1900, the Metropolitan and District Railways began electrifying all their lines to increase their efficiency.

4	
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During the 18th century digging deep tunnels had been both problematic and dangerous. Several attempts were made to build under the Thames but all ended in failure before Brunel's Thames Tunnel became the first tunnel to successfully cross the river. Built in 1843, it became a train tunnel in 1869. The following year another sub-Thames railway, based on Brunel's model, opened between the Tower of London and Bermondsey.

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"The Underground" started to grow in scale again from the sixties onward. The first new tube line in central London since 1907, the Victoria line, was opened in 1969. The opening of the Jubilee line followed in 1979. Further projects throughout the nineties included an extension of the Piccadilly line to Heathrow airport and extending the initial Jubilee line.

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With so many people living and working in and around the city, London has to greatly improve and expand its underground railway network. There are plans to extend existing lines deep into the suburbs surrounding London and to add to lines crossing the centre. This will ensure that the London Underground system remains responsive to the changing requirements of its passengers.