

2011年度

R 英語問題

注意

- 1 試験開始の指示があるまでこの問題冊子を開いてはいけません。
- 2 解答用紙はすべてHBの黒鉛筆またはHBの黒のシャープペンシルで記入することになっています。HBの黒鉛筆・消しゴムを忘れた人は監督に申し出てください。(万年筆・ボールペン・サインペンなどを使用してはいけません。)
- 3 この問題冊子は16ページまでとなっています。試験開始後、ただちにページ数を確認してください。なお、問題番号はI～Vとなっています。
- 4 解答用紙にはすでに受験番号が記入されていますので、出席票の受験番号が、あなたの受験票の番号であるかどうかを確認し、出席票の氏名欄に氏名のみを記入してください。なお、出席票は切り離さないでください。
- 5 解答は解答用紙の指定された解答欄に記入し、その他の部分には何も書いてはいけません。
- 6 解答用紙を折り曲げたり、破ったり、傷つけたりしないように注意してください。
- 7 この問題冊子は持ち帰ってください。

マーク・センス法についての注意

マーク・センス法とは、鉛筆でマークした部分を機械が直接よみとって採点する方法です。

1. マークは、下記の記入例のようにHBの黒鉛筆で枠の中をぬり残さず濃くぬりつぶしてください。
2. 1つのマーク欄には1つしかマークしてはいけません。
3. 訂正する場合は消しゴムでよく消し、消しきずはきれいに取り除いてください。

マーク記入例：

A	1	2	3	4	5
	○	○	●	○	○

(3と解答する場合)

- I. 次の文を読み、下記の1～9それぞれに続くものとして、本文の内容ともっともよく合致するものを、各イ～ニから1つずつ選び、その記号を解答用紙の所定欄にマークせよ。

Rail travel at its best is unbeatable. The advantages of train travel in modern trains were set out by the German author Erwin Berghaus. Although he was describing the trans-European trains of the 1950s, his comments are still very much applicable today. When one sees a streamlined diesel train racing along the track, one can easily imagine wings beneath the long unbroken span of windows, and the general impression is similar to that of an ultra-modern jet plane. When one is seated in the comfort of a modern express, one may be excused for comparing the relative merits of road and rail travel. What does the man at the wheel of his car see, with his eyes, ears, hands and feet all occupied in the driving? His holiday begins when he reaches his destination. For the railway passenger it begins on the platform.

Sadly, the railways have not always made sufficient effort to exploit these advantages. They partly became the architects of their own demise by not responding to change or pursuing innovations fast enough. International travel in Europe has never been sufficiently developed, despite the Trans Europe Expresses, as cross-border tickets have been difficult to obtain and technical differences have made frontier crossings inconvenient. For example, it is still impossible for many trains to run from one country to another without a change of locomotive and personnel. Since the 1990s, the European Union has been trying to remedy this situation through the adoption of shared technical standards, but it is an extremely lengthy process. If it were possible for a single locomotive to travel between Sweden and Italy, it would require over a dozen aeriels to deal with the various safety and signaling systems. Only recently have the European railways created a joint pan-European agency, Railteam, to do what the airlines have been doing for decades, coordinating their marketing effort to create seamless travel across frontiers even when a change of train is required. Even now, however, Railteam only deals with high-speed trains, not conventional services. Further afield, traveling on the longest possible continuous journey by rail, the 10,600 miles between Algeciras in southern Spain and Ho Chi Minh City in Vietnam, would require four changes of trains

because of the different track sizes

It would be comforting to be able to say that the railways brought only good to the world. Certainly, they were the most important invention of the nineteenth century, transporting the Industrial Revolution from a few hot spots to large parts of the world. They were a democratizing force, too, allowing people to travel in an unprecedented way and opening their eyes to the world, both literally and figuratively. They relieved much hard labor and spread economic development everywhere

But there were also negatives. In many parts of the world, they contributed to environmental destruction. Their tracks wrecked many natural landscapes. In particular, their use for military purposes was quickly exploited by governments, both to put down rebellions and to wage war. As John Westwood put it, "It was rail transport that sustained the mass armies and the mass participation of modern warfare. Total war was a product of the railway age, and without the railways would have been impossible." Without them, too, the most evil crime of the twentieth century, the industrialized murder of millions of people in the Holocaust, would not have been possible. On balance, however, there is no doubt that the railways deserve to be celebrated with enthusiasm. They spread civilization around the world, creating the opportunities for unprecedented growth.

There are numerous reasons why railways have not only survived, but flourished. In most countries with a sophisticated and modern rail network, passenger numbers are increasingly driven by both pull and push factors. Rail travel in modern trains is more attractive and pleasant than any other means of travel. Congestion in the sky and at airports, and endless traffic jams in towns and on expressways, have combined to make people look to rail as a better way of traveling. In economic terms, too, as fuel prices rise, pushing up the cost of both road transport and aviation, trains will attract even more customers. More recently, a crucial extra reason has come into the equation, ensuring that the railways will have a rosy future. Trains are far more environmentally friendly than other modes of transportation and will become more so as railway organizations realize that this is a crucial part of the argument to convince governments to invest in them.

Railways may have lost out to the car and the truck, and in America and

other big countries, to the airplane. But the fact that they survived and are now doing well shows their flexibility. They will improve, not just on high-speed lines, but elsewhere too as technology makes them more efficient, more comfortable, and faster. And there is the rather delicious prospect that they might conceivably outlive the car. Although in most places today, rail's share of travel is tiny compared with that of road transport, that situation could easily change. All this personalized mobility has not necessarily delivered any overall benefit to society. Are the Chinese better off now with their traffic jams than they were twenty years ago when bicycles and buses were the dominant form of urban transport, and trains took them between cities? Would it have been better if the development of transport technology had slowed at the turn of the century and the car had never come to dominate the world?

With every town or village within a few miles of a station or a tram stop, and buses for shorter journeys, a far more rational system of transport and land use would have been developed. Imagine a world without parking lots, expressways, or service stations. Sure, there might have been eight- or ten-track railways connecting major cities, with huge terminals and massive bus stations at each end, but it is an alternative vision that has many attractions. Think of all those delightful towns and cities not troubled by the permanent traffic jams that affect them today. We all know that the oil will run out at some point, and as it starts to become too expensive and governments recognize that it should be carefully rationed, trains may regain their place at the center of the transportation system. Now there's a prospect to warm the heart.

1. Erwin Berghaus would probably agree that
 - イ modern trains have been designed like jet planes.
 - ロ road travel is best for short holidays.
 - ハ driving a car is not relaxing.
 - ニ it is difficult to compare road and rail travel.

2. The underlined word “seamless” (paragraph 2) is closest in meaning to
- イ cheap.
 - ロ predictable.
 - ハ quick.
 - ニ smooth.
3. The underlined phrase “passenger numbers are increasingly driven by both pull and push factors” (paragraph 5) suggests that one reason people choose rail travel is that they
- イ prefer it to the alternatives.
 - ロ are following social trends.
 - ハ appreciate the history of trains.
 - ニ are too busy to plan their own trips.
4. The passage mentions all of the following advantages of rail travel EXCEPT that trains
- イ have lower fuel costs than cars and airplanes.
 - ロ are delayed less frequently than cars
 - ハ make it easy to cross national borders.
 - ニ are environmentally friendly
5. The underlined phrase “personalized mobility” (paragraph 6) refers to transportation by
- イ bicycle.
 - ロ car
 - ハ plane.
 - ニ train.

6. The author's attitude toward rail travel can best be described as one of
- ㄱ. admiration
 - ㄴ. sadness
 - ㄷ. worry
 - ㄹ. wonder
7. The author would probably agree that rail transport
- ㄱ. is still too slow for most passengers.
 - ㄴ. has been used for both good and bad purposes.
 - ㄷ. has prevented the world economy from growing too fast
 - ㄹ. will become too expensive for people to use in the future.
8. One idea of the last paragraph is that a transportation system dominated by trains instead of cars would result in
- ㄱ. higher prices for oil.
 - ㄴ. better use of the land
 - ㄷ. shorter journeys for most people.
 - ㄹ. an increase in large cities
9. The most appropriate title for this passage is
- ㄱ. Transportation in the 20th Century
 - ㄴ. Railways and the Environment.
 - ㄷ. Trains, Planes, and Automobiles
 - ㄹ. The Promise of Rail Travel.

II. 次の文を読み、下記の1～7それぞれに続くものとして、本文の内容ともっともよく合致するものを、各イ～ニから1つずつ選び、その記号を解答用紙の所定欄にマークせよ。

I've always had a fascination with other people's junk. Perhaps it dates back to my childhood, spent going to garage sales and auction yards with my father for his aptly named "Antiques and *Bric-a-Brac" shop in Perth, Australia. Many of my school vacations were spent sitting for hours on end in auction houses, sipping on a carton of chocolate milk, listening to the auctioneer and watching the bidders while waiting for our items to come up.

Fast forward 30 years, my father long gone and the last bric-a-brac shop closed for good, and I am still looking through other people's junk. Having just finished a development assignment in northern Mozambique, I am spending some months on this island off the coast. It's a very remote, poor community. The Mozambican civil war ended in 1992, but the fight against poverty continues. A devastatingly beautiful part of the world—deep blue water rich with fish and postcard-perfect white beaches—where malaria, cholera, and other diseases continue to threaten the population.

Life is hand-to-mouth for most people here. In the absence of a cinema or bookstore, or even a supermarket for that matter, the one event that never fails to draw crowds—myself included—is the Quinta Feira market, which takes place every Thursday morning in front of the church of Santo Antonio, a relic from the colonial days when the island was the capital of Portuguese East Africa. Depending on the season, fresh produce such as mandioca root (to be cooked and eaten with fish), corn, limes and mangoes are on sale. Everything is organic—**pesticides and fertilizers are beyond the reach of farmers in these parts.

But the main attraction, particularly among the young, are the piles and piles of cheap secondhand clothing donated by Western countries, which somehow end up on sale here. If you come early, you might find old linen sheets edged with lace. The opening of each bundle draws large crowds. There is an explosion of color and noise as people—mothers with babies on their back, shirtless children, and young men hunting for fashionable T-shirts—dig into the pile, pulling items from the bottom and throwing them on top. My favorite is the linen pile, in which, if you

come early, you can sometimes find antique linen sheets. I feel the linen, of a quality no longer produced, and wonder where it came from and what stories it carries. Is it from a mansion on New York's Upper West Side? Something so special it was kept in a cupboard and never used, until the day that the family emptied out the cupboards and donated the contents to charity?

There is a sad contrast between these sheets and where they have come—delicate luxury surrounded by a strong smell of human sweat, dusty bare feet and fish that has been lying in the subtropical sun for several hours. Let the linen be used again, now in the African sun!

Then there are the ludicrous purchases: the ski boots proudly worn by the thin girl who has never seen snow; the Louis Vuitton bag, expensive at 70 meticaï (\$2); the 1950s polka-dot scarf made in Italy; and the pile of woolen Japanese women's business suits, already dirty after many hours in the sun and dust—elegant, but not as practical for use on the island as the made-in-China cotton and polyester blend pieces.

There is more, much more: a pile of scarves, useful for tying babies to the back; rows of shoes in all sizes. Everything old is new again: a teenage boy proudly wears a new hat; a little girl proudly steps out in her new shoes; an old man replaces his ragged shirt with one that is intact. It's more than a market, it's a celebration of color and humanity and the longing to be beautiful. The dance of life goes on here, just as when these clothes were new, hanging unused in First-World shops. I too found a treasure today after an hour of sweaty searching. It's an old pillowcase, hand-embroidered, with buttons covered in linen. I've never seen buttons covered like this. I like it

*bric-a-brac : 古い家具, がらくた

**pesticides : 殺虫剤

1. The author refers to his own childhood in order to explain his interest in

- イ antique linen.
- ロ auctions
- ハ developing countries.
- ニ junk.

2. One reason the Quinta Feira market attracts so many people is that

- イ the cinema and ordinary stores are closed on market day
- ロ the fresh produce at the market is free.
- ハ the community has few social gathering places.
- ニ the market has been a tradition since colonial days.

3. The underlined word "beyond the reach" (paragraph 3) is closest in meaning to

- イ distant.
- ロ extensive.
- ハ illegal
- ニ unattainable

4. The underlined word "ludicrous" (paragraph 6) is closest in meaning to

- イ careless.
- ロ comical.
- ハ suspicious.
- ニ useful.

5. The underlined phrase "Everything old is new again" (paragraph 7) means that

- イ secondhand clothes are often more valuable than new clothes
- ロ the market makes older customers feel young again
- ハ at the market, customers can forget about the past.
- ニ for the customers, the clothes are as good as new.

6. The passage suggests that

- イ. this is the author's first visit to the Quinta Feira market.
- ロ. prices at the Quinta Feira market are too high for many customers.
- ハ. secondhand clothes do not last long in Mozambique.
- ニ. customers at the Quinta Feira market want to look attractive.

7. The most appropriate title for this passage is

- イ. Recycled Goods and Globalization.
- ロ. Simple Pleasures at the Quinta Feira Market
- ハ. Bargain-Hunting in Developing Countries.
- ニ. Mozambique's Used Clothing Store

Ⅲ. 次の1～5それぞれの空所を補うのもっとも適当なものを、各イ～ニから1つずつ選び、その記号を解答用紙の所定欄にマークせよ。

1. Be careful. The book is very old and beginning to fall ().

イ. apart ロ. away ハ. down ニ. over

2. Can you reach that cup () on the shelf? You're taller than me.

イ. from ロ. in ハ. out ニ. up

3. They are planning to pull () the old college building and build a new one.

イ. down ロ. in ハ. out ニ. up

4. I'll be able to put you () when you come to New York next week. I have a spare bedroom.

イ. down ロ. in ハ. out ニ. up

5. Think () to what everyday life was like 100 years ago, before computers, before television.

イ. about ロ. back ハ. of ニ. over

IV. 次の1～4それぞれにおいて、AとBの文意がほぼ同じになるように、各空所に1語ずつ補って文を完成せよ。解答は解答用紙の所定欄にしろ。

1. A. I think I am not mistaken, and I believe you are not mistaken either.

B. I suggest that () of us is mistaken.

2. A. I think I am as happy as ever.

B. I think I have never been ().

3. A. A lot of cars passed by without slowing down.

B. Car () car passed by without slowing down.

4. A. I have said everything I came to say.

B. I have () more to say.

V. 次の1～7それぞれの空所を補うのにもっとも適当なものを、各イ～ニから1つずつ選び、その記号を解答用紙の所定欄にマークせよ。

1. Mr. Smith: Hello, I have an appointment to see Mr. Jones. My name is Sam Smith.

Secretary: Yes, Mr. Jones is expecting you. You are the candidate for the new position, right?

Mr. Smith: ()

Secretary: Please wait here and I will tell Mr. Jones that you have arrived

- イ. Yes. Mr. Jones offered me the job yesterday.
- ロ. No. I came to ask if there were any openings.
- ハ. Yes. I spoke with Mr. Jones over the phone last week.
- ニ. Well, it depends on what the new position is

2. Secretary: Mr. Jones, Sam Smith is here to see you.

Mr. Jones: ()

Secretary: Shall I ask him to wait?

Mr. Jones: No, send him in. I can see him now.

- イ. Who is Sam Smith?
- ロ. He's a little early isn't he?
- ハ. What does he want?
- ニ. I don't know if I have time to see him just now.

3. Mr. Smith: Thank you for meeting with me at such a busy time
Mr. Jones: Well, if you are as good as your resume suggests then this should be a short meeting.
Mr. Smith: ()
Mr. Jones: I am especially impressed with your academic and employment histories.
- イ. Great. I am grateful for even a little time.
ロ. I also have another appointment in a little while.
ハ. I'm happy to hear that.
ニ. I also like short meetings
4. Mr. Jones: Why did you choose to apply for this job?
Mr. Smith: I feel that the job description matches my interests very well
Mr. Jones: ()
Mr. Smith: Traveling, meeting people, and solving problems
- イ. Which are?
ロ. I agree with what you say.
ハ. What do you like about our company?
ニ. What would you like to do here?
5. Mr. Jones: I think you are just the person we need. You have the job if you want it.
Mr. Smith: Thank you, ()
Mr. Jones: What might that be?
Mr. Smith: I would like to know a little about the working conditions—the salary, the hours, the responsibilities, etc.
- イ. but there is one thing I'd like to ask.
ロ. but you didn't answer my question
ハ. but I cannot start just yet.
ニ. but I have some important conditions for working

6. Mr. Jones: That, of course, is important. My secretary will fill you in on the details.

Mr. Smith: Thank you. By when would you like me to decide?

Mr. Jones: ()

Mr. Smith: Thank you very much. I am sure I can decide by then.

- イ. As long as you want. We are very flexible around here.
- ロ. The sooner the better. We need you right away.
- ハ. That depends on whether you really want the job.
- ニ. You can let me know anytime in the next two weeks.

7. Mr. Jones: Good. We look forward to hearing from you.

Mr. Smith: ()

Mr. Jones: Call me if you have any questions.

Mr. Smith: I most certainly will.

- イ. I am sure that I will take the job.
- ロ. I will get back to you as soon as possible.
- ハ. Now I think I will talk with your secretary.
- ニ. I still have a few more questions.

【以下余白】