

2026 年度 大学院 理工学研究科 博士前期課程 一般入学試験 1 期 機械工学専攻 英語

試験室への持ち込み：語学冊子辞書 持ち込み可（電子辞書は不可）

【解答上の注意】 解答は別紙の解答用紙に記入すること。

【問】 以下の英文を日本語に訳しなさい。

After the launch of Japan's first railway in 1872, connecting Shimbashi in Tokyo with Yokohama, railway networks spread throughout the country. Over time, Japanese railway companies would develop a wide range of technologies to improve the speed and reliability, safety and comfort of their service. These Japanese railway technologies are now being introduced to many parts of the world, including India's Delhi Metro, the bullet trains in Taiwan and the subways in New York. In the United Kingdom, the birthplace of rail transport, high-speed trains developed by Hitachi, Ltd. play a part in railway networks around the country. Hitachi started to make inroads into the UK market in 1999.

In 2003, Hitachi recruited in the UK human resources with extensive experience in and knowledge of the British railway industry and contract negotiations. In addition, to demonstrate that the quality of Hitachi's railcars could be achieved in the UK, Hitachi introduced Japanese electric driving gears to the UK, installed them in British railcars and conducted comprehensive test runs of domestic railway networks.

These efforts bore fruit, and in 2005 Hitachi won an order for the manufacture and maintenance of 174 units of Class 395 railcars that run on the Channel Tunnel Rail Link, the UK's first high-speed railway line connecting London and Ashford. Class 395 commenced commercial operation about half a year sooner than contracted, in June 2009. The railcars were also used for a shuttle service from the central area of London to the main competition venues during the London Olympics in 2012. The railcars ran at intervals of about seven minutes from early in the morning until late at night, but did not experience any service cancellations or delays.

出典：政府広報オンライン（内閣府大臣官房政府広報室）

https://www.gov-online.go.jp/eng/publicity/book/hlj/html/201704/201704_02_en.html

