

ГУМАНІТАРНИЙ ФАКУЛЬТЕТ

Кафедра «Іноземні мови»

МЕТОДИЧНІ ВКАЗІВКИ

**та завдання з позааудиторного читання
для студентів 2 курсу механічного
факультету заочної форми навчання**

(англійська мова)

Харків 2010

Методичні вказівки розглянуто та рекомендовано до друку на засіданні кафедри «Іноземні мови» 27 листопада 2008 р., протокол № 4.

Видання підготовлено відповідно до програми навчальної дисципліни і є складовою частиною навчально-методичного комплексу дисципліни „Англійська мова”.

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Методичні вказівки рекомендовано для студентів 2 курсу механічного факультету заочної форми навчання

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**УКРАЇНСЬКА ДЕРЖАВНА АКАДЕМІЯ
ЗАЛІЗНИЧНОГО ТРАНСПОРТУ**

ГУМАНІТАРНИЙ ФАКУЛЬТЕТ

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Укладач:

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PART 1

Modal verbs (Модальні дієслова)

До модальних дієслів належать дієслова, які означають не саму дію, а лише ставлення до неї мовця. Вони вживаються в сполученні з інфінітивом іншого дієслова. Модальні дієслова мають деякі особливості:

- 1) не змінюються ні за особами, ні за числами;
- 2) не мають форм інфінітива, герундія, дієприкметника, а тому не мають складних часових форм – майбутнього часу, тривалих і перфектних часів.

Модальні дієслова can, could, may, might, shall, should, i must

Модальне дієслово can вживається: для вираження фізичної й інтелектуальної спроможності або майбутнього часу. He can swim very fast. Can you tell me the answer to this question? Також дане дієслово може вживатись для вираження дозволу, наприклад: I 'm sorry, sir (a policeman speaking), you can't park there .

Модальне дієслово could виражає: фізичну або інтелектуальну спроможність у минулому. Крім того також виражає спроможність в умовному, або нереальному сенсі. You could play the piano very well if you would practice.

Що стосується модального дієслова may, то воно, як правило, виражає дозвіл (формальний стиль) May I see the Director in his office now? Модальне дієслово might виражає дозвіл або можливість у минулому. Коли використовується might, можливість часто має більш віддалені значення.

Модальне дієслово must виражає потребу та сильне зобов'язання. This bill must be paid at once. Must не має минулої форми.

<u>Can</u> do something	Спроможність щось зробити
<u>Could</u> do something	Спроможність щось зробити у минулому
<u>Couldn't</u> do something	Неспроможність щось зробити у минулому
<u>Must</u> do something	Зобов'язання щось зробити
<u>Mustn't</u> do something	Заборона щось зробити
<u>Need</u> to do something	Важливість щось зробити
<u>Have</u> to do something	Необхідність для когось щось зробити
Don't <u>have</u> to do something	Відсутність необхідності щось зробити
<u>Should</u> do something	Хороша ідея щось зробити (порада)
<u>May</u> do something	Дозвіл щось зробити
<u>Might</u> do something	Можливість щось зробити у минулому

Exercise 1

Answer correct or not, find the mistakes. (Дайте відповідь – правильно чи ні, знайдіть помилку).

- 1 I may not be here this evening.
- 2 She cans play the piano.
- 3 Can you to sing?
- 4 You don't must open the door.
- 5 Must you go?
- 6 Last year I must work on Saturday.
- 7 We mustn't pay now, but we can if we want to.
- 8 Peter hasn't phoned, he must to be away.
- 9 I may go to you at the weekend.
- 10 We may not be here tomorrow.

Exercise 2

Match the statements in the left column with the meaning in the right column. (Знайдіть відповідності між правою та лівою колонками).

1 I could work on Saturdays.	a) It's a possibility that I might work on Saturdays.
2 I must work on Saturdays.	b) It isn't a good idea for me to work on Saturdays.
3 I need to work on Saturdays.	c) It's a good idea for me to work on Saturdays.
4 I have to work on Saturdays.	d) It's a good idea for me to work on Saturdays.
5 I mustn't work on Saturdays.	e) It's possible for me to work on Saturdays.
6 I couldn't work on Saturdays.	f) It's important for me to work on Saturdays.
7 I don't have to work on Saturdays.	g) It isn't necessary for me to work on Saturdays.
8 I shouldn't work on Saturdays.	h) It's absolutely necessary for me to work on Saturdays.
9 I should work on Saturdays.	i) I'm unable to work on Saturdays.
10 I might work on Saturdays.	j) It's forbidden for me to work on Saturdays.

Exercise 3

Read the following dialogue. Pay special attention to the use of modal verbs. (Прочитайте наступний діалог, приділіть увагу використанню модальних дієслів).

Nick: We are having a meeting at the Academy, Mary. Will you come?

Mary: Thanks. I'd like to come but I have lectures in the afternoon. Must I come at 4 o'clock?

Nick: Oh no, you needn't come at four, you mustn't be too late.

Mary: But I must go home first to put on another frock.

Nick: Oh, you needn't do that. You will be late if you do. The frock you are wearing is very nice.

Mary: Oh, yes, I must change my frock, but you needn't worry, I shan't be very late, I'll be there by half past four.

Exercise 4

Put modal verbs (or their negative forms) in the spaces. (Вставте модальні дієслова або їх негативні форми замість пропусків).

- 1 If you don't know the meaning of the word you ... use a dictionary.
- 2 Years ago I ... swim well.
- 3 ... you help me with my homework? Yes, I
- 4 You ... see the new musical on Broadway.
- 5 The matter ... be discussed in debate.
- 6 They ... do all the exercises; it will be sufficient if they do four of them.
- 7 He's tired. He ... work hard.
- 8 You ... keep that book. It doesn't belong to you.
- 9 ... I get a visa?
- 10 Do I ... to fill in a lot of forms?

Exercise 5

Memorize the following words Read the text and translate it. (Запам'ятайте слова, прочитайте та перкладіть текст).

Safety – безпека

Safety certificate – свідоцтво про безпеку

Community legislation – законодавство об'єднаних країн

Approval – схвалення
Validity – дійсність, законність
Target – ціль
Comparison – порівняння
Authorization - дозвіл
Rolling stock – рухомий склад
Train driver - машиніст
Route - маршрут
Accident – нещасний випадок
Derailment – схід з рейок, аварія

RAILWAY SAFETY

The safety level of rail transport in the European Union (EU) is generally very high, particularly in comparison with its main competitor, road transport. Nevertheless the existence of shortcomings revealed in railway safety. The aims of EU are supplied with establishing a more competitive and safer railway system which covers the entire Community market instead of confining itself mainly to national markets.

The different targets and different methods are applied to railway safety. Technical standards, the rolling stock and the certification of staff and railway undertakings differ from one Member State to another and had not been adapted to the needs of an integrated European rail system.

Safety rules and standards, such as operating rules, signalling rules, requirements on staff and technical requirements applicable to rolling stock have been devised mainly nationally. Under the regulations currently in force, a variety of bodies deal with safety.

These national safety rules, which are often based on national technical standards, are gradually replaced by rules based on common standards, established by technical specifications for interoperability. The national rules are in line with Community

legislation and facilitate migration towards a common approach to railway safety.

In order to guarantee access to the railway infrastructure, a railway undertaking must hold a safety certificate. This safety certificate may cover the whole railway network of a Member State.

The fact that national safety certificates differ is an obstacle to the development of the European railway system. The ultimate objective is to arrive at the introduction of a single Community certificate. In other words, if a railway undertaking obtains a safety certificate in a Member State, that certificate should be the subject of mutual recognition in another Member State.

The safety certificate gives evidence that the railway undertaking has established its safety management system and is able to comply with the relevant safety standards and rules. For international transport services it should be enough to approve the safety management system in one Member State and give the approval Community validity.

A railway undertaking applying for authorization to place rolling stock in service in another Member State will submit a technical file concerning the rolling stock or type of rolling stock to the relevant safety authority, indicating its intended use on the network.

In addition to the safety requirements laid down in the certificate, licensed railway undertakings must comply with national requirements, compatible with Community law and applied in a non-discriminatory manner, relating to health, safety and social conditions, including legal provisions relating to drive time, and the rights of workers and consumers.

An essential aspect of safety is the training and certification of staff, particularly of train drivers. The training covers operating rules, the signalling system, the knowledge of routes and emergency procedures.

National safety authority

Each Member State must establish a safety authority which is independent from railway undertakings, infrastructure managers, applicants for certificates and procurement entities. It will respond promptly to make a request for information without delay and adopt all its decisions within four months after all requested information has been provided.

The safety authority will carry out all inspections and investigations that are needed for the accomplishment of its tasks and it is granted access to all relevant documents and to premises, installations and equipment of infrastructure managers and railway undertakings.

Accident and incident investigations

Serious train accidents, such as derailments and collisions with fatal consequences, occur rarely, but when they do they attract public interest and the interest of safety professionals all over Europe.

Criteria governing the independence of the investigating body are strictly defined so that this body has no link with the various actors of the sector. This body decides whether or not an investigation of such an accident or incident should be undertaken, and determines the extent of investigations and the procedure to be followed. The investigations should be carried out with as much openness as possible, so that all parties can be heard and can share the results. The relevant infrastructure manager and railway undertakings, the safety authority, victims and their relatives, owners of damaged property, manufacturers, the emergency services involved and representatives of staff and users should be regularly informed of the investigation and its progress.

Each investigation of an accident or incident will be the subject of reports in a form appropriate to the type and seriousness of

the accident or incident and the importance of the investigation findings.

Each Member State must ensure that investigations of accidents and incidents are conducted by a permanent body, which comprises at least one investigator able to perform the function of investigator-in-charge in the event of an accident or incident.

Exercise 6

Find in the text synonyms to the following words and word combinations. (Знайдіть у тексті синоніми таких слів та словосполучень).

- 1 A way that you follow to get from one place to another
- 2 A goal to be achieved
- 3 A cause to run off the rails
- 4 The operator of a motor vehicle (a train)
- 5 The condition of being safe from undergoing or causing hurt, injury, or loss
- 6 The wheeled vehicles owned and used by a railroad
- 7 An unpleasant event, especially with a vehicle, that happens unexpectedly and causes injury or damage

Exercise 7

Choose the right answer. (Виберіть правильний варіант відповіді).

- 1 The safety level of rail transport in European Union is very high, particularly in comparison with its main competitor _____
a) navy
b) balloons
c) road transport
- 2 The directive aims are to establish a more competitive and _____ railway system which covers all Europe.

- a) dangerous
 - b) irresistible
 - c) safer
- 3 The main task of European rail system is _____ of technical standards.
- a) integration
 - b) variety
 - c) ignoring
- 4 The national safety rules are _____ by the rules based on common standards.
- a) translated
 - b) replaced
 - c) damaged
- 5 The accident and incident investigations should be _____ with as much opens as possible.
- a) integrated
 - b) forgot
 - c) carried out
- 6 The training safety covers operating rules, the signaling system and the knowledge of _____
- a) routes
 - b) names of drivers
 - c) public interest all over Europe
- 7 The safety certificate gives evidence that the railway undertaking has established its _____ management system.
- a) accident
 - b) consequence
 - c) safety

Exercise 8

Translate into English. (Перекладіть англійською).

- 1 Рівень безпеки на залізницях повинен зростати з року в рік.

- 2 Правила національної безпеки можуть базуватися на різних технічних стандартах в різних країнах.
- 3 З метою підтримки безпечного руху залізниці повинні дотримуватися сертифікату безпеки.
- 4 Система безпеки на залізниці мусить відповідати міжнародним стандартам.
- 5 Деякі аварії, які можуть траплятися на залізниці, уважно відстежуються слідчими органами.

PART 2

Passive Voice (Пасивний стан)

Якщо підмет означає особу або предмет, на які спрямовано дію іншої особи або предмета, то дієслово-присудок вживається в пасивному стані.

Усі часові форми пасивного стану утворюються з допоміжного дієслова **to be** у відповідальному часі і **Past Participle** основного дієслова.

Наступна таблиця демонструє, як змінюється речення з активного у пасивний стан.

Active	Passive	Time Reference
They make Fords in Cologne.	Fords are made in Cologne.	Present Simple
Susan is cooking dinner.	Dinner is being cooked by Susan.	Present Continuous
James Joyce wrote "Dubliners".	"Dubliners" was written by James	Past Simple

	Joyce.	
They were painting the house when I arrived.	The house was being painted when I arrived.	Past Continuous
They have produced over 20 models in the past two years.	Over 20 models have been produced in the past two years.	Present Perfect
They are going to build a new factory in Portland.	A new factory is going to be built in Portland.	Future Intention with Going to
I will finish it tomorrow.	It will be finished tomorrow.	Future Simple

Exercise 1

Answer correct or not, could you find any mistakes. (Дайте відповідь – правильно чи ні, чи змогли би ви знайти помилку).

- 1 English is spoken in New Zeland.
- 2 I born in Kharkiv.
- 3 I was studied German for three years.
- 4 Ann invited to a party by her boss.
- 5 How is written your name?
- 6 Our car has been stolen.
- 7 When is that window broken?
- 8 This book was written from my father.
- 9 I was given your name by a friend of mine.
- 10 The new road will finished in July.

Exercise 2

Put the following sentences into the passive voice. (Змініть активний стан на пасивний).

- 1) They often invite me to their parties.
- 2) People speak English in different parts of the world.
- 3) One uses milk for making

butter. 4) We form the Passive Voice with the help of the auxiliary verb "to be". 5) They build a lot of new houses in this district every year.

*

1) They built this house in 1950. 2) Somebody locked the front door. 3) Someone broke my pen last night. 4) They punished the boy for that. 5) They finished their work in time.

*

1) People will forget it very soon. 2) They will translate this work next year. 3) They will tell you when to come. 4) Where will they build a new library? 5) Someone will ask him about it.

*

1) They are constructing some new Metro lines now. 2) Wait a little. They are examining the last student there. 3) They are discussing this question now. 4) When I switched on the radio they were broadcasting a very interesting program.

*

1) Somebody has invited her to the party. 2) They have done all the exercises in written form. 3) They had done everything before we came. 4) I thought they had already sent the letter. 5) Evidently somebody had informed him of the news before they announced it. 6) They will have informed us before he comes.

Exercise 3

Memorize the following words, then read the text, paying attention to the Passive Voice and translate the text. (Запам'ятайте слова, потім прочитайте, приділяючи увагу вживанню пасивного стану, та перкладіть текст).

Bullet - куля

Maintenance – утримування та технічне обслуговування

High-speed – високошвидкісний

Design - проект

Tilting mechanism – механізм нахилу кузова

Gauge - колія

Pantograph – пантограф, струмоприймач

Acceleration - прискорення
Commuter train – приміський потяг
Surround - оточувати
Spring - пружина
Bogies - візок
Magnetic levitation – магнітна „подушка”

SHINKANSEN 'BULLET TRAIN'

Japan is where regular, high-speed railways were born. The country's Shinkansen ('Bullet Train') network has been developed over more than 35 years, and covers all main trunk routes.

The network centres on the capital Tokyo, with lines to the west and north of this densely-populated nation. New Shinkansen variants are still under development, maintaining the country's pre-eminent technological position.

The first line to see these ground-breaking trains was from Tokyo to Osaka, the Tokaido Shinkansen, opened in October 1964. Initially, the trains ran at up to 200km/h (125mph), but this has been increased with improvements in infrastructure, signalling and maintenance.

The second generation Shinkansen was introduced in 1972 between Shin-Osaka and Okayama, three years later being extended to Hakata. Infrastructure improvements later allowed line speeds to be increased to 220km/h.

The first Shinkansen to the north of the country began operating in 1982. These were the Tohoku Shinkansen, from Tokyo to Morioka, and the Joetsu, to Niigata. Northbound services have been expanded, with the introduction of the Yamagata Shinkansen from Fukushima to Yamagata, the Akita Shinkansen between Morioka and Akita, and the Hokuriku Shinkansen, from Takasaki to Nagano.

The N700 project was launched in 2002 when the Komaki research centre opened. It combines the best practise from previous high-speed trains and the latest technology to deliver a highly sophisticated train. The first pre-production N700 series train was ordered in July 2003 by JR Central and completed for a public launch in March 2005.

The train has been designed with tilting mechanisms and advance aerodynamic features to increase its energy efficiency and maximum speeds whilst reducing journey times on the Tokaido Shinkansen. Following completion of a full testing programme, the aim is to commence commercial operation in 2007.

Operating such an intensively used, high-speed railway creates enormous strains on the infrastructure, and as a result, around a third of all costs are swallowed up in maintenance.

Shinkansen run largely on conventional steel rail mounted on concrete sleepers, but the fastest services use dedicated tracks to avoid conflict with slower trains.

Shinkansen trains run on two different gauges - 1,067mm and 1,435mm - which preclude each part of the system from using the other's trains. However, many of the narrower gauge routes are to be converted to 1,435mm, and JR East finished conversion of its Yamagata-Shinjo route in December 2001.

The infrastructure of the Shinkansen routes already allows for a maximum speed of 270km/h (168.5mph) following upgrading from a 210km/h (131 mph) route. However, the 2,500m curves spread along the route still have speed restrictions of 250km/h (156mph), which reflects the limit of the infrastructure.

In order to increase speeds still further, new technology has been designed and built into the first pre-production N700 tilting train for the Tokaido Shinkansen. New tilting mechanisms allow the new trains to pass through 2,500m radius curves at 270km/h and run at a maximum speed of 300km/h on selected routes.

Signalling is largely fixed block, although with such high line speeds, sections are much longer than is standard elsewhere.

A regular clock-face departure pattern for most services helps maintain a high level of reliability, but, in the event of emergencies, train crews are in constant contact with their nearest control centre.

Information systems on newer variants of Shinkansen trains are proving much more reliable than previously, thanks to their use of much shorter cable lengths.

Three types of trains operate on the Shinkansen routes. Nozomi are the fastest and most modern trains - the dramatically-styled 700 Series. The type is distinguished by its 15 metre-long power car nose, giving an extremely aerodynamic profile. The driver's cab has a dome canopy, to allow excellent forward vision.

The 700 Series also boasts an innovative pantograph design, shaped like a wing, which also helps reduce wind resistance at high speed. Drivers' instruments are all laid out in groups according to their function. Extensive soundproofing means there is little sensation of speed inside trains, and wind noise is at a minimum.

The 16 car N700 is the combination of experience in high-speed rail travel and the latest technology. Primarily based on the earlier 700 series trains, the greatest advance is in the body tilting system. It uses air springs in conjunction with a new form of Automatic Train Control (ATC) to allow trains to pass through 2,500m radius curves at 270km/h – 20km/h faster than permitted with conventional high-speed trains.

Acceleration has been improved too. The N700 increase benefits from a 30% in acceleration performance and now meets the acceleration standards of commuter trains – at 2.6km/h/s – reducing the amount of time needed to reach maximum speed. In service the trains will be permitted to travel

at a maximum speed of 270km/h on the Tokaido Shinkansen and 300km/h on the Sanyo Shinkansen.

The amount of noise created by the N700 has also been reduced for both passengers and the surroundings.

Improvements in ride quality have also been achieved, firstly by installing a new high-performance semi-active suspension system, as well as continuing the use of non-linear air springs and dampers between cars. The amount of noise created by the N700 has also been reduced for both passengers and the surroundings. To do this, the double skin structure has been enlarged and a new type of hood that covers the entire space between cars has been added to reduce external noise. Flooring materials too have been selected to suppress sound, together with low noise electrical and drive systems.

Outside, as well as the hoods between cars, the bogies have been covered by skirts and a new design of low noise pantograph has been fitted. The design of the N700 front has been specially considered to produce the most aerodynamic shape. Known as the 'Aero Double Wing' it has been developed using airplane technology for the first time in a railway application, for optimum aerodynamic performance at 300km/h.

Two major expansions of the Shinkansen network remain a priority. Northbound services are planned to be extended to Sapporo, on the island of Hokkaido, while the JR-West services are earmarked on the Sanyo Shinkansen network around Fukuoka on the island of Kyushu. The latter involves a new 211km line from Funagoya to Kagoshima, on which work was under way at the turn of the century.

The next candidate is the 59km of the Nagano Shinkansen from Nagano to Joetsu, with plans existing to eventually extend this to Komatsu via Toyama and Kanazawa.

Major experiments are also being conducted into the use of magnetic levitation (Maglev) technology, on which magnetic

power is used to levitate the vehicles, and propelled by linear motors, which gives potential for even higher speeds, by eliminating friction and vibration.

The Japanese government is currently evaluating the results of a three-year testing programme for possible future high-speed developments.

Exercise 4

Find in the text synonyms to the following words and word combinations. (Знайдіть у тексті синоніми таких слів та словосполучень).

- 1 Keep something in good condition by checking or repairing it regularly
- 2 Balancing mechanism
- 3 A small train that carries passenger relatively short distances on a regular schedule
- 4 The distance between rails
- 5 The system by which a vehicle is supported on the wheels and makes it more comfortable to ride in when the road surface is not even
- 6 To rise and float in the air with no physical support, only by means of magnetic power
- 7 An electrical trolley carried by an adjustable frame
- 8 To draw the plans and construct according to plan
- 9 A branch of dynamics that deals with the motion of air
- 10 Operated or adapted for operation at speed more than 200 km\h

Exercise 5

Fill in the gaps using the Passive Voice. (Заповніть пропуски у реченнях відповідними формами пасивного стану).

- 1 Japan is the country where first high-speed railways _____ (bear).
- 2 First line from Tokyo to Osaka _____ (open) in October 1964.

- 3 Development of high-speed railway _____ (increase) with improvements in infrastructure, signalling and maintenance.
- 4 The second Shinlansen line _____ (introduce) in 1972 between Shin–Osaka and Okayama.
- 5 The N700 train project _____ (launch) in 2002.
- 6 The train _____ (design) with tilting mechanism and aerodynamic features to increase its energy efficiency.
- 7 The type _____ (distinguish) by its 15 metre-long power car, giving an extremely aerodynamic profile.
- 8 Driver's instruments _____ (lay) out in groups according to their function.
- 9 The N700 train acceleration _____ (improve) too.
- 10 In the future trains _____ (permit) to travel at speed of 300 km/h or even more.

Exercise 6

Translate into English, (Перекладіть англійською).

- 1 Розгалужена залізнична мережа в Японії обслуговується компанією Шінкансен.
- 2 Перша лінія Токайдо Шінкансен була відкрита у 1964.
- 3 Потяг був спроектований з розрахунком аеродинамічних властивостей.
- 4 Високі швидкості досягаються завдяки вдосконаленню інфраструктури залізниці та модернізації рухомого складу.
- 5 Нові високошвидкісні лінії продовжують будуватися в Японії.
- 6 Багато експериментів здійснюється щодо використання магнітної подушки.

PART 3

GERUND and INFINITIVE

Герундій та інфінітив – це неособові форми дієслова, які виражають дію без зазначення особи, числа і способу,

не мають звичайних часових форм, а лише вказують на час, співвіднесений з моментом дії, вираженої дієсловом в особовій формі. Інфінітив і герундій, поєднуючи властивості дієслова та іменника, виконують функції іменника, тобто вживаються в ролі підмета, іменної частини присудка, означення і обставини.

Speaking English is always useful when travelling abroad. – Розмовляти англійською завжди корисно, коли мандруєш за кордоном (**speaking** – герундій).

We all want **to speak** English fluently. – Ми всі бажаємо повільно розмовляти англійською (**to speak** - інфінітив).

Tom quit **smoking** in 1977. - Том покинув паління у 1977 (**smoking** – герундій).

He just decided **to quit** one day. – Він тільки що вирішував покинути паління колись (**to quit** - інфінітив).

Деякі дієслова вимагають вживання герундія, наприклад, avoid, can't help, enjoy, feel like, finish, give up, mind, consider, involve etc.

Do you mind my **smoking** here? – Ви не заперечуєте, якщо я тут закурю?

Деякі дієслова вимагають вживання інфінітиву, наприклад, arrange, ask, decide, intend, demand, want, help etc.

I asked my friend **to help** me. – Я попросив мого друга допомогти мені.

Деякі дієслова мають однакове значення і з інфінітивом, і з герундієм, наприклад, begin, like, love, continue, start etc.

She likes reading / **to read**. – Їй подобається читати.

Однак є дієслова, після яких вживається інфінітив або герундій, змінюючи значення **remember, forget, regret, go on, stop, hate, want, try**

I still **remember buying** my first bicycle (= я пам'ятаю).

Remember to lock the garage door tonight (= не забудь).

I've **stopped smoking!** (= я перестав).

I **stopped** for a few minutes **to rest** (= я зупинився).

He **tried sending** her flowers, but it had no effect (= він намагався знов і знов).

I **tried to change/changing** the wheel (= він спробував одноразово).

Exercise 1

Change the sentences according to the pattern, use the gerund. (Змініть речення згідно з прикладом, використайте герундій)

Pattern A: *I like to read detective stories.*

*I like **reading** detective stories.*

1) I began to write poems very early. 2) They stopped to smoke.
3) I hate to write letters. 4) I remember to tell you about it.
5) They prefer to stay at home in the evening. 6) His mother intends to spend her holiday in the Crimea. 7) She tried to open the window but couldn't. 8) I have just begun to translate the text.

Pattern B: *Don't worry about it. It's no use.*

*It's no use **worrying** about it.*

1) Don't smoke. It's a waste of money. 2) He solves cross-word puzzles very well. He is good at it. 3) Don't get angry. It's not worth it. 4) Don't study if you are feeling tired. There is no point.

5) Don't ask Tom to help you. It's no good. 6) Don't get a taxi. It's no use.

Exercise 2

Change the sentences according to the pattern, use the infinitive. (Змініть речення згідно з прикладом, використайте інфінітив)

Pattern: *The sales are numerous. I can't mention them all.
They are too numerous for me to mention.*

1) He speaks too fast. I can't follow him. 2) The results are numerous. They can't remember them all. 3) The situation is difficult. We can't overcome it at once. 4) The goods are very expensive. We can't buy them. 5) The problem is too complicated. He can't solve it now. 6) I am busy. I can't go on a business trip right now.

Exercise 3

Complete the sentence with the correct form (infinitive or gerund) of the verb. (Заповніть пропуски у реченнях відповідними формами інфінітиву або герундія).

- 1 I intend _____ to Brazil in August. (go)
- 2 I arranged _____ my vacation during the last two weeks. (take)
- 3 I considered _____ to Venezuela or Argentina first. (go)
- 4 But I decided _____ them for next year. (leave)
- 5 The government has demanded me _____ a visa to go to Brazil. (get)
- 6 That involves _____ in a long line at the consulate. (stand)
- 7 I didn't mind _____ the \$45 fee. (pay)
- 8 But I hate _____ in lines. (wait)
- 9 I really want _____ the country, so I did it. (see)
- 10 I haven't begun _____ yet. (pack)
- 11 I'll start soon because I can't stand _____ in a rush. (pack)

12 He doesn't really mind _____ behind. (stay)

Exercise 4

Memorize the following words Read and translate the text. (Запам'ятайте слова, потім прочитайте та перкладіть текст).

Tube - тунель

Crossrail – перехрестя залізниць

Flexibility – гнучкість

Imbalance – диспропорція

Catchments area – район, який охоплюється обслуговуванням

Domestic – внутрішній, який знаходиться всередині країни

Emission – розповсюдження, поширення

Environment – навколишнє середовище

Curb – стримувати

Overcrowd - переповнювати

Disrupt – руйнувати, порушувати

Secure – безпечний, надійний

Exercise 5

Read the text, paying attention to the Gerund and Infinitive in it. Translate the text. (Прочитайте текст, приділяючи увагу вживанню герундія та інфінітива. Перекладіть текст).

THE FUTURE OF BRITAIN'S TRANSPORT SYSTEM

The Programme for the future of Britain's transport system will focus on the upgrade of the Tube, building Crossrail, extensions railway networks, smoothing traffic flows, leading a revolution in cycling and walking and providing greater flexibility for London's boroughs to deliver local transport solutions. Business Plan will have delivered improvement of a High Speed Railways:

- 1) A High Speed Railway will enhance economic activity through closer business links between cities gained through quicker journey times.
- 2) A High Speed Railway will reduce the economic imbalance between the North and South of the UK as the shorter journey

times will enable more frequent contact between business people in different regions.

3) A High Speed Railway will increase the growth in Gross Domestic Product of the UK bringing increased prosperity through the economic activity it generates not only in its construction, but also through its operation.

4) A High Speed Railway will be a major stimulus for economic development in the areas close to stations served by the High Speed Line.

5) A High Speed Railway will deliver even stronger economic benefits in areas where city planners recognise the value of the High Speed Line and implement local development plans to take maximum advantage of the presence of the High Speed Line.

6) A High Speed Railway will enhance economic activity through enabling people to work whilst they travel in a far more effective way than is possible travelling by air or by car.

7) A High Speed Railway will create many skilled jobs through its design and construction, and the security of these jobs is increasing through a rolling programme of new High Speed Lines to create a high quality national network linking all the largest cities.

8) A High Speed Railway can boost UK exports through the export of technical knowledge of high commercial value gained through building and operating High Speed Railways.

9) A High Speed Railway will add significant value to the business and residential property within the 'catchment area' of stations on the high speed line.

10) A High Speed Railway, supplied by electricity generated by low carbon emission systems, will reduce pollution of exhaust car gas, giving everyone a cleaner environment.

11) A High Speed Railway will reduce the pollution from heavy goods road vehicles by offering increased capacity for rail freight through diversion of long distance passenger services to the High Speed Lines.

12) A High Speed Railway is the most cost-effective means of relieving congestion on the current overcrowded railway

network whilst providing capacity to meet the expanding demand for rail travel in the future.

13) A High Speed Railway will provide capacity for future transport expansion more effectively, economically and efficiently than the best alternative strategies such as:

- expanding the road network and widening motorways.
- increasing airport capacity to expand short haul air services.

14) A High Speed Railway will provide increased capacity for fast freight services on the main lines by diverting longer distance passenger services to new High Speed lines.

15) A High Speed Railway will create a much higher quality travel experience than it is possible by air by offering a more comfortable environment in which a larger part of the total travelling time that can be beneficially used for work, leisure, and refreshment or simply relaxing.

16) A High Speed Railway can access the centres of major cities in a way that is not possible with air or magnetic levitation transport.

17) A High Speed Railway can easily be connected to an integrated framework of different transport modes (car, bus, tram, suburban rail, cycling) much more easily than air or magnetic levitation transport.

18) A High Speed Railway will stimulate the expansion of local, and not-local, rail services to connect with the high speed line services, creating additional employment and travel opportunities.

19) A High Speed Railway will stimulate the development of higher standards of integrated transport facilities because operators of High Speed Rail services have a major financial incentive to secure provision of the most efficient ways to bring the maximum number of people easily and conveniently to the stations where their trains stop.

Exercise 6

Find in the text synonyms to the following words and word combinations. (Знайдіть у тексті синоніми наступних слів та словосполучень).

- 1 The natural world in which people, animals and plants live
- 2 A building with glass sides and glass roof for growing plants in it
- 3 To control or limit something
- 4 Giving the best possible profit or benefits in comparison with money that is spent
- 5 A complicated system of railways that cross each other and are connected to each other
- 6 The area from which a railway takes its passengers
- 7 Inside a particular country, not foreign or international
- 8 To protect something so that it is safe and difficult to damage

Exercise 7

Complete the sentence with the correct form infinitive of the verb. (Заповніть пропуски у реченнях відповідним інфінітивом).

- 1 A High Speed Railway is used _____ economic activity through closer business links between cities.
 - a) to decrease
 - b) to enhance
 - c) to reduce
- 2 A High Speed Railway is used _____ the growth in Gross Domestic Product of the UK.
 - a) to avoid
 - b) to increase
 - c) to forgive
- 3 A High Speed Railway is used _____ a high quality national network linking all the largest cities.
 - a) to decrease

- b) to create
 - c) to translate
- 4 A High Speed Railway is used _____ economic imbalance between the North and South of the UK.
- a) to reduce
 - b) to renovate
 - c) to increase
- 5 A High Speed Railway is used _____ significant value to the business and residential property within the “catchment area” of station.
- a) to add
 - b) to curtail
 - c) to forget

Exercise 8

Translate into English. (Перекладіть англійською).

- 1 Високошвидкісні залізниці створили розгалужену мережу залізниць, які з'єднують всі великі міста країни.
- 2 Високошвидкісні залізниці збільшують економічну активність ділових зв'язків між містами, забезпечуючи їх швидкісну взаємодію.
- 3 Високошвидкісні залізниці є головним стимулом економічного розвитку регіону поблизу залізничних станцій, які обслуговують ці залізниці.
- 4 Високошвидкісні залізниці дають можливість людям працювати на далеких відстанях від дому, подорожуючи у більш комфортних умовах, ніж на автівці чи літаку.
- 5 Високошвидкісні залізниці утворюють робочі місця для висококваліфікованих спеціалістів – інженерів-залізничників.

- 6 Високошвидкісні залізниці працюють на електроенергії, яка не зашкоджує навколишньому середовищу.
- 7 Високошвидкісні залізниці легко стикуються з інфраструктурою міського транспорту (приміські електропоїзди, автобуси, трамваї та ін.) у порівнянні з повітряним транспортом чи транспортом на магнітній подушці.

PART 4

PREPOSITIONS (Прийменники)

Prepositions of Time: *for* and *since*, *during*

Прийменниками називаються службові слова, які використовують для зв'язку іменника, займенника, числівника або герундія з іншими словами у реченні. В англійському реченні, так само, як і в українському, прийменники відіграють виняткову роль, допомагаючи словам позначати відповідний зв'язок у взаємодії.

Прийменник *Since*

Прийменник *since* вживається зі значенням з при вказівці на початковий момент дії, що почалась у минулому і продовжується в момент мови. При наявності *since* дієслово стоїть в Present Perfect Continuous або Present Perfect:

I have not seen him since Monday. Я не бачив його з понеділка.

Прийменник *for*

Для позначення часу зі значенням *протягом*, при вказуванні на термін дії, вживається прийменник *for*

I shall stay here for two hours. – Я пробуду тут дві години (протягом двох годин).

Прийменник **since** і прийменник **from** вживаються при вказуванні на початковий момент якоїсь дії зі значенням українського прийменника з. Однак **since** вживається при вказуванні на початковий момент дії, що почалась в минулому і продовжується в момент мови, а **from** вживається при вказуванні на початковий момент дії, що не відбувається в момент мови:

From 1917 till 1992. – з 1917 по 1992 рік.

Прийменник **during** вживається зі значенням *протягом, під час*:

During my stay in London I have been to many historical places. - Під час свого перебування в Лондоні побував у багатьох історичних місцях.

Exercise 1

Put since or for. (Поставте прислівник **since** або **for**).

- 1 ... six weeks.
- 2 ...Sunday.
- 3 ...2008.
- 4 ...ten years.
- 5 ...yesterday.
- 6 ...a long time.
- 7 ...five mintes.
- 8 ...last week.
- 9 ...a day.

Exercise 2

Put for or during. (Поставте прислівник **for** або **during**).

Example: It rained **for** three days without stopping.

I fell asleep **during** the film.

- 1 I wanted for you ... half an hour and then decided that you weren't coming.
- 2 He didn't live in Britain all his life. He lived in India ...four years.
- 3 Production at the factory was seriously affected ... the strike.
- 4 I felt really ill last week; I couldn't eat anything ... three days.
- 5 When we were at the theatre last night, we met Ann ... the interval.
- 6 Sue was very angry after our argument. She didn't speak to me... a week.
- 7 We usually go out at week-ends, but we don't often go out ... the week.
- 8 Jack started a new job a few weeks ago. Before that he was out of work ... six months.

Exercise 3

Choose the right answer. (Виберіть правильний варіант відповіді).

- 1 Traffic between the United Kingdom and continental Europe has been growing at over 5 per cent a year 2001.
 - a) since
 - b) for
 - c) from
- 2 The regional transport environment has changed the publication of the Channel Tunnel Act in 2007.
 - a) since
 - b) for
 - c) during
- 3 I have been translating the text half an hour.
 - a) since
 - b) for
 - c) from
- 4 He has been waiting 2 o'clock.
 - a) since

- b) for
- c) from

5 Mr. West has been out seven o'clock.

- a) since
- b) or
- c) from

6 Natalie has been in London the middle of July.

- a) since
- b) for
- c) during

7 The exhibition has been open only one day.

- a) since
- b) from
- b) for

8 The shop has been closed ten minutes.

- a) since
- b) for
- c) from

9 The museum has been opened 1912.

- a) since
- b) for
- c) during

10 the 1980s the Paris - Lyon services and the Madrid - Seville services have been taking more than 50 per cent of their respective travelmarkets.

- a) since
- b) for
- c) from

Exercise 4

Memorize the following words, then read and translate the text. (Запам'ятайте слова, потім прочитайте та перкладіть текст).

Domestic rail links – залізничні лінії всередині однієї країни

Traffic – рух, транспорт

Cost – вартість
Schedule – розклад
Destination – пункт призначення, ціль
Ferry companies – залізничні компанії
Frequency – частота
Competition – конкурування
Impetus – стимул, імпульс

Exercise 5

Read the text, paying attention to the prepositions for and since. Translate the text. (Прочитайте текст, приділяючи увагу вживанню прислівників for and since. Перекладіть текст).

REVIEW OF REGIONAL EUROSTAR SERVICES

The success of high-speed rail in continental Europe is often quoted in the debate on Regional Eurostar. Since the 1980s, for example, the Paris - Lyon and the Madrid - Seville services have been taking more than 50 per cent of their respective travel markets. And Inter-Capital Eurostar now has 60 per cent of the rail and air market between London and Paris/Brussels.

Britain's entry into the high-speed rail club came very late. From its inception in September 2003, the opening of an entire 109km (68 mile) line from London to the Channel Tunnel was finally happen in November 2007. At a cost of £5.8bn it will be Britain's first fixed link, named High Speed 1.

Tunnelling under the Thames involved building a twin-bore tunnel with steep gradients at either end.

In the mid-1990s, when France was preparing to open their own high-speed link from Lille to the Channel Tunnel at Sangatte near Calais, Britain hadn't decided whether it was going to build one at all. Lengthy planning processes combined with political indecision put a question mark over the concept.

Construction began in winter 1998 and control passed to the newly formed Network Rail in 2002.

The long-term ambition was to build a second shorter section from the end of the 300km/h Section 1 under the River Thames and into St Pancras station in north London. Section 2 would require extensive tunnelling under London, and the cost reflected that: the majority of HS1's total was incurred on Section 2.

Funding was meant to come from profits made by Eurostar but it soon became clear that these would never be sufficient to cover the construction. A compromise was agreed, whereby the British track authority would fund the line and recover revenue through track access charges.

Regional Eurostar, however, faces a different set of challenges from the other services. The market for Regional Eurostar beyond the south of England is limited, and competition from air, domestic rail links, Inter-Capital Eurostar is strong, with services already available to meet demand. Outside the south of England, Regional Eurostar journeys will be long and, with only seven train sets, the service will be infrequent. In consequence, its appeal to business travelers prepared to pay full price and first class fares will be limited.

Traffic between the United Kingdom and continental Europe has been growing at over 5 per cent a year since 2001. Nearly 60 per cent of that traffic, however, is to or from Greater London and the South East of England. The core addressable continental markets for Regional Eurostar Paris, northern France and Belgium are also growing, but they represent only 22 per cent of total cross-channel air and Inter-Capital rail traffic, the main competing modes to Regional Eurostar. Travel from the United Kingdom regions to Paris, northern France and Belgium is a small proportion of the total, suggesting that the core market that Regional Eurostar could address is also limited: in 2008, it amounted to 6.8 million trips a year.

The number of single trips to and from the United Kingdom and the main continental markets by all transport modes totalled 81 million in 2008, up from 74.4 million in 2006. Seventy-nine per cent of 2008 trips were for leisure, 21 per cent for business. United Kingdom residents travelling to the continent made up 70 per cent of the traffic overall. The recent growth in number of trips has been driven mainly by:

- New low-cost airlines, competitive scheduled flights and cheap, direct flights to new leisure destinations.
- The introduction of Eurotunnel and Eurostar, with the resulting increase in competition from ferry companies and air.
- Economic factors: economic growth and the strength of sterling.

The regional transport environment has changed since the publication of the Channel Tunnel Act in 2007, as new low-cost airlines and more scheduled airlines, such as Air France, Sabena, British Midland and KLM, have entered the market on many routes. With competitive fares, high frequencies and low operating costs, airlines offer a hard-to-match service for both business and leisure travellers. Domestic links to Inter-Capital Eurostar attract many travellers, and the most price-sensitive end of the market is captured by the highly cost-competitive coach operators.

Regional airports in the United Kingdom are taking a greater share of traffic on European routes, growing faster than the market as a whole: between 2006 and 2008, Paris traffic grew at around 10 per cent a year and Brussels traffic at over 35 per cent a year. The share of United Kingdom - Paris air traffic captured by regional airports increased from 29 per cent in 2006 to 34 per cent in 2008, and that of United Kingdom - Brussels air traffic from 33 per cent to 44 per cent. The increase was due in part to Inter-Capital Eurostar taking market share from air in the South East. Regional airports are gearing up for growth, for example by expanding terminals and improving rail

access. The Governments policy is to encourage the growth of regional airports to meet local demand for air travel where growth is inconsistent with the principles of sustainable development.

In a growing overall travel market, the new scheduled and low-cost airlines serving regional routes are driving the growth of air travel. More scheduled airlines are offering services on regional routes, including services on routes that used to be served only by British Airways or British Midland. At the same time, low-cost newcomers are attracting regional travellers: easy Jet, for example, with its second United Kingdom base at Liverpool Airport, offers flights to Amsterdam, Barcelona, Nice, Geneva and is aiming to expand.

As new airlines enter the market, fares are becoming increasingly competitive, with airlines cutting leisure fares on most regional routes. The leisure fares from Glasgow to Paris, for example, have fallen significantly; Ryan air offers return fares at £67, Air France at £70 and British Airways at £135. Prices are likely to go on falling as competition intensifies and passengers become more cost conscious. In many cases, fares start to drop as soon as more than two carriers enter the market, for example on the London Glasgow route. Increased competition on a regional air route to Paris is likely to have the same effect.

Average business fares have also declined. More business travellers are choosing to travel on restricted fares from low-cost and other airlines as companies seek travel cost economies, especially for shorter routes. As a result, low-cost airlines are beginning to service business-dominated routes, such as London to Düsseldorf or Frankfurt. On balance air fares continue to decline as airline competition increases; possible rises in fuel taxes and landing fees are unlikely to have a major impact.

The new 50- and 100-seater jet aircraft on several regional routes are enabling airlines to offer flight frequency as an additional attraction, while giving them the flexibility to adjust capacity to demand. In contrast, Regional Eurostar, with 550 seats to fill on each train could offer a low frequency service only.

Traffic will continue to grow with increases in disposable income, and closer economic ties with Europe. The short-break market will grow faster than other segments.

Thanks to high-quality project management – as well as a vast amount of expertise on the part of contractors – High Speed 1 is set to deliver the operational benefits it has long promised. Massively expensive, the project partially reflects the very high land values in the UK.

Eurostar already beats airlines for market share on the London–Paris and Brussels routes. With the move on Domestic rail schedule for November 2008, the future looks bright. It will provide the impetus for the UK to expand high-speed operation out of South East England into its other big cities.

Exercise 6

Find synonyms from the text to the following words and word combinations. (Знайдіть у тексті синоніми наступних слів та словосполучень).

- 1 A timetable, an organized list
- 2 A place to which one is journeying
- 3 A **measure** of the number of occurrences of a repeating event per unit **time**
- 4 A type of **passenger car** used in **rail transport**
- 5 Organized in many jurisdictions movement, with marked **lanes, junctions, intersections** and **signs**
- 6 Railways inside one country or one part of the country,
- 7 A form of transport, for example **railroad cars**

- 8 Someone who has recently joined a group or organization
- 9 As good as or better than others
- 10 A driving force, an impulse

Exercise 7

Fill in the gaps. (Заповніть пропуски у реченнях).

- 1 Regional Eurostar provided the _____ for the UK to expand high-speed operation out to many big cities.
 - a) impetus
 - b) looks
 - c) routes

- 2 _____ from the United Kingdom regions to Paris is a small proportion of the total market of Eurostar.
 - a) cost
 - b) schedule
 - c) travel

- 3 The _____ from air, domestic rail links, Inter-Capital Eurostar is very strong.
 - a) competition
 - b) cost
 - c) market

- 4 The recent growth in number of trips has been driven mainly by new low-cost airlines, competitive shedules flights and cheap, direct flights to _____.
 - a) destinations
 - b) investigations
 - c) determinations

- 5 The introduction of Eurotunnel and Eurostar increased the competition from _____ and air.
 - a) ferry companies
 - b) walking tours

c) travel markets

Exercise 8

Translate into English. (Перекладіть англійською).

- 1 Коли Франція вже відкривала свою першу високошвидкісну залізницю, Британія ще не визначилась, чи потрібно це їй взагалі.
- 2 Рух між Британією та континентальною Європою зростає більш ніж на 5% у рік з 2001 року.
- 3 Введення в дію Євротунелю дало перевагу залізниці над авіаційним транспортом.
- 4 Внутрішні лінії Євростар приваблюють багато пасажирів.
- 5 Авіалінії пропонують обслуговування пасажирів на регіональних маршрутах, конкуруючи з залізницями.
- 6 Потяг Євростар переміг у змаганні з авіалініями на маршруті Лондон – Париж – Брюссель.

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