

令和 8 年度 入学試験問題

英 語

注 意 事 項

1. 問題冊子と解答用紙は、試験開始の合図があるまで開いてはいけません。
2. 机の上の受験番号が受験票の受験番号と同一であることを確認しなさい。
3. 受験票は、受験番号が見える面を上にして、机の上の受験番号シールと並べて置きなさい。
4. 受験票のほかに試験時間中机の上に置けるものは、黒鉛筆（和歌・格言等が印刷されているものは不可）、鉛筆キャップ、シャープペンシル（黒い芯に限る。ボールペン付きは不可）、消しゴム、鉛筆削り（電動式、大型のもの、ナイフ類は不可）、時計（辞書・電卓・端末等の機能があるものやそれらの機能の有無が判別しづらいもの、秒針音のするもの、キッチンタイマーや学習タイマー、大型のものは不可）、眼鏡、ハンカチ、目薬、ティッシュペーパー（袋又は箱から中身だけ取り出したもの）です。
5. 解答用紙に、正しく記入・マークされていない場合は、採点できないことがあります。
6. 携帯電話等の電子機器類は、必ずアラームの設定を解除し、電源を切っておきなさい。試験時間中にこれらをかばん等にしまわず、身につけていたり手に持っていたりすると不正行為となることがあります。
7. また、試験時間中にかばん等の中で携帯電話等の着信音やマナーモードの振動音などが発生した場合には、監督者が本人の了解を得ずにかばん等を試験室外に持ち出し、試験本部で試験終了まで保管します。
8. 監督者の指示があるまでは、試験室から退室できません。
9. 監督者の説明を聞いて、正しい符号の問題冊子と解答用紙が配布されているか、確認しなさい。
10. 試験開始の合図があったら、解答用紙の所定の位置に受験番号シールを貼り付けなさい。なお、氏名は、どこにも書いてはいけません。
11. 問題は 2 ページから 18 ページまであります。試験時間中に問題冊子の印刷不鮮明、落丁・乱丁及び解答用紙の汚れ等に気づいた場合には、手を挙げて、すみやかに監督者に告げなさい。
12. 試験時間中気分が悪くなった場合は、監督者に申し出なさい。ただし、休養等に要した時間の延長は認めません。
13. 不正行為を行った場合は、その場で受験の中止と退室を指示され、それ以後の受験はできなくなります。また、同日に受験したすべての教科・科目の成績を無効とします。
14. 解答用紙は必ず提出しなさい。問題冊子は持ち帰りなさい。

〔 I 〕 以下の英文は、欧米におけるバスの歴史について書かれたものである。読んで、あとの設問に答えなさい。（*印のついた語には、本文のあとに注がある。）

Over the last two centuries, innovation has completely reshaped the mechanisms and the look of buses. However, their purpose⁽¹⁾ has remained unchanged: they remain safe, efficient, and comfortable group transportation vehicles.

Buses have evolved over the years based on society's needs. In the early history of buses, an economic reason ruled⁽²⁾: running a bus business was so expensive that creating a more efficient system was the top priority. Nowadays, the pillars of bus progress are sustainability and enhancement of customer experience.

The first public "bus" line was launched in France in 1662 when Blaise Pascal developed a system of horse-drawn carriages that ran across Paris streets on schedule. However, the initiative hit the wall we would now call "a failed product-market fit"⁽³⁾: the carriages were only available to *nobility, and their interest in the novelty, unsupported by a real need, faded within a decade.

It took 150 more years for the idea of public group transportation to come back — but this time, it was here to stay. The *omnibus, born in 1826, could carry up to 42 passengers with three horses required to pull it. France was, again, the first to test the innovation. This time, both *commoners and *gentry were allowed onboard. In 1828, New York City also laid out its first omnibus line, with many other US cities to follow.

A ride on the omnibus⁽⁴⁾ was bumpy. The roads were mainly paved with cobblestones, and seats had no padding, making it very uncomfortable for longer trips. Ticket prices were also quite high. Luckily enough, the omnibus found its audience in the newly-formed middle class. They could not yet afford a private coach but were ready to pay to avoid the exhaustion of urban walking. It was this combination of factors that meant that omnibuses got their chance to

stay around.

The first significant omnibus improvement was achieved by laying rails over the existing routes. Horse-pulled carriages now offered a much smoother ride. Due to lower friction, it was also easier for horses to pull them, so each car could now carry three times more passengers. By the 1880s, US cities had over 30,000 miles of street rail tracks for these carriages. However, it now became clear that horses as a power source were not sustainable.⁽⁵⁾ They could only work for about two hours, so each vehicle required up to ten animals per day.

Andrew Smith Hallidie created the first cable car in 1873 in San Francisco. Hallidie's system no longer required the use of animals. Instead, the cable cars worked by using a moving cable between the existing rails and securing each vehicle with a bottom clamp. However, the system was unsafe:⁽⁶⁾ the cables were notorious for snapping, causing dangerous accidents. For that reason, cable cars were removed from wide operation soon enough after their introduction. The need for a better solution remained.

During the late 1800s, trolleybuses — also known as trams, trolleys, or electric streetcars — finally replaced horsecars, closing the era of animal-powered omnibuses. They ran on rails and were powered by electric current lines overhead. The switch was easy: trolleybuses used the existing rails and cars while being able to carry more passengers over longer distances for a lower cost.

Trolleybuses were one of the most revolutionary and impactful US inventions of their time.⁽⁷⁾ They made daily commuting available and convenient, initiating the suburbanization of the major cities. Once small, densely packed city centers finally started to spread outward, shaping the metropolises we know now. Densely packed “streetcar suburbs” formed around each line leading to the work areas. Trolleybus lines were in service for a remarkably long time, only replaced in the 1940s through no fault of the technology itself.

Some streetcar lines still operate in Seattle, Boston, and Philadelphia, as well as many European countries.

Karl Benz engineered the first motorized bus in 1895. In 1906, France, once again, became the pioneer by opening the first short motorized bus line. Those first buses were a far cry from the modern ones, offering minimal comfort to passengers. The major renovation of the transit system was prompted by the shortages after World War II: the high cost of laying new rails and the need for a more flexible type of vehicle led to the conversion of many streetcar lines to motorized bus lines. The age of the modern bus began.⁽⁸⁾

In 1951, Mercedes Benz designed a bus model with the combination of a rear-end engine and a spacious body. Over time, several specialized types of buses were produced: city transit, suburban, intercity, and school. They utilized different designs to serve their specific purposes better.

Though private cars also gained popularity around this time, the peaking of fuel costs in the 1990s and 2000s contributed to higher bus ridership across the world. In large cities, personal cars became a less prudent choice;⁽⁹⁾ lack of parking and traffic jams turned public transport into a more attractive commute option. Today, buses are the most widely used transportation system across the world. By the 2010s, bus manufacturing was largely globalized, with the same designs used around the world.

As the environmental impact of driving has become an important consideration, most modern societies have embraced the group and public modes of transportation.⁽¹⁰⁾ Many places in the world, such as the US and Europe, ensure that buses comply with much stricter emission standards than in the past. Technological innovations similarly focus on sustainability and comfort. Hybrid buses, fuel cell buses, and electric buses are on the way to many US cities.

(*bus.com*, August 5, 2020 改变)

(注) *nobility 貴族

*omnibus 乗合馬車〔“bus”はこれに由来する〕

*commoner 平民

*gentry 紳士階級

〔設問〕

(1) 下線部(1)に関して、本文に述べられた内容として最も適切なものを、次のア～エの中から1つ選び、記号で答えなさい。

ア to deliver a wide range of goods quickly and economically to where they are needed

イ to ensure that passengers can reach their destination without risk

ウ to take travelers to their destinations faster than trains on many routes

エ to keep fares and designs of group transportation vehicles unchanged

(2) 下線部(2)は具体的にはどういうことか、本文に則して日本語で答えなさい。

(3) 下線部(3)の示す具体的な内容として最も適切なものを、次のア～エの中から1つ選び、記号で答えなさい。

ア Horse-drawn carriages were so old-fashioned that they were completely unacceptable to nobility, who were more interested in novelty than real needs.

イ The carriages met a real need of the people, but they soon disappeared because the government did not support the carriages economically.

ウ Only nobility could afford to travel in carriages, but they were only attracted by the novelty of the carriages and soon grew tired of them.

エ The nobility's interest in carriages as a novelty was great enough, but their disregard for the real market soon led to an overproduction of carriages.

(4) 下線部(4)に関して、本文に述べられた内容として正しいものを次のア～エの中から1つ選び、記号で答えなさい。

ア The fact that middle-class people became its passengers was an important factor in the establishment of omnibus transport.

イ Middle-class people used private coaches to avoid walking, since the price of an omnibus ticket was higher than that of a private coach.

ウ The road the omnibus traveled on was not paved, but the seats were designed to make the ride comfortable.

エ Most omnibuses carried up to 42 passengers and their seats were strictly divided between the nobility and the commoners.

(5) 下線部(5)に関して、そのように考えられた理由を、本文に則して日本語で答えなさい。

(6) 下線部(6)に関して、本文に述べられた理由として最も適切なものを次のア～エの中から1つ選び、記号で答えなさい。

ア The cables were infamous for their high price.

イ The cables made a terrible noise when moving.

ウ The cables moved incredibly slowly.

エ The cables were in danger of suddenly breaking.

(7) 下線部(7)に関して、著者がそのように考える理由として最も適切なものを次のア～エの中から1つ選び、記号で答えなさい。

ア Trolleybuses made it easier to commute to city centers from relatively distant areas and enabled the formation of metropolitan areas.

イ Streetcars encouraged the relocation of jobs to the suburbs and restored green areas to the once dense urban centers.

ウ Trolleybuses caused road traffic accidents throughout the city and encouraged urban dwellers to move to the suburbs.

エ Streetcars led to the concentration of work areas through redevelopment, transforming the countryside into a wasteland.

(8) 下線部(8)の具体的な事例として最も適切なものを次のア～エの中から1つ選び、記号で答えなさい。

ア Karl Benz invented a more flexible type of vehicle just after World War II.

イ Trolleybuses, which require rails and wires, were replaced by engine-driven buses.

ウ The shortages of rails after World War II led to the closure of many railway lines.

エ Motorized bus lines were rapidly converted to streetcar lines, which were more comfortable.

(9) 下線部(9)に関して、本文に述べられた要因として正しいものを次のア～カの中から2つ選び、記号で答えなさい。

- ア illegally modified cars
- イ insufficient parking spaces
- ウ soaring bus fares
- エ lack of bus drivers
- オ insecure urban areas
- カ traffic congestion

(10) 下線部(10)に関して、本文が示唆する理由として最も適切なものを次のア～エの中から1つ選び、記号で答えなさい。

- ア The environmental impact of global warming made it difficult for buses to run on time.
- イ The impact of exhaust gases on the ozone layer was found to be surprisingly low.
- ウ The impact of car emissions on the environment began to be taken more seriously.
- エ The impact of a rapidly falling birth rate led to a sharp rise in the price of private cars.

〔Ⅱ〕 以下の英文は、哲学者たちが「歓待 (hospitality)」(ここでは、外国人や移民や難民を受け入れ迎え入れること) をどのように考えてきたかを論じた文章である。読んで、あとの設問に答えなさい。(*印のついた語句には、本文のあとに注がある。)

We have all seen on the news the lines of migrants seeking to reach the United States. We have also seen the boats crossing the Mediterranean in the hope of reaching European shores. We have witnessed how Ukrainians have had to leave their country because of the war. In some cases, we recall memories of refugee camps set up in Turkey or Greece as a consequence of the Syrian civil war.

There are two indisputable facts: we are all legally equal and have the same rights. If we add the unstoppable globalization of societies to this, it is easy to realize that we need a cosmopolitan perspective which views people's first right as the right to hospitality.

The Prussian Immanuel Kant (1724-1804) was one of the first philosophers to show a sincere interest in defining hospitality. In his work *Perpetual Peace*, he states that the foreigner has the right not to be treated with *hostility when arriving in a place that is not his own. In return, he adds, the foreigner must behave peacefully.

One of this approach's greatest weaknesses⁽¹⁾ is the imposition of very strict limits on people arriving in a country. Even so, it was an important step in the topic's development, as Kant envisioned the society of the future as a cosmopolitan institution where rootedness and foreignness should coexist thanks to universal rights.

In the 20th century, as a consequence of the great totalitarian movements (fascism, communism, and imperialism), reflection on hospitality became more urgent. Emmanuel Levinas (1906-1995), a Jewish philosopher confined in a *concentration camp, developed an idea of hospitality that cannot be separated

from what he experienced. This idea connected him with refugees, asylum seekers, and immigrants.

For Levinas, we all have an obligation to others, as we are not *autonomous beings. Our self is linked to that of other people. This means that identity and otherness — the condition of being other — are inseparably linked.

Only by stepping outside ourselves and opening the inner space of our home to others do we become *ethical beings. Herein lies hospitality for Levinas. We must make our country a hospitable place to live in compassion with others.

Finally, Jacques Derrida (1930-2004) responded to the challenges of hospitality in a more radical way. He rejected Kant's *conditional hospitality to *advocate for one that is unconditional: we cannot ask foreigners to leave any part of their lives behind. This entails risks for the host society, as it can, in some cases, *compromise its very existence.

Aware of the contradictions, Derrida *coined the term “hostipitality” to reflect the deep ambivalence of hospitality, simultaneously a duty for the host and a right for the guest.

(*dialektika.org*, May 23, 2024 改変)

(注) *hostility 敵意

*concentration camp 強制収容所

*autonomous 自律的な

*ethical 倫理的な

*conditional 条件付きの

*advocate 擁護する, 提唱する

*compromise 危険にさらす

*coin the term 造語する

〔設問〕

- (1) 下線部(1)の具体的な内容を、本文に則して日本語で答えなさい。
- (2) 下線部(2)の具体的な内容を、本文に則して日本語で答えなさい。

〔Ⅲ〕 次の問い A・B に答えなさい。

A 次の (1)～(10) の英文が、与えられた日本語とほぼ同じ意味になるよう、
ア～エの中から空所に入れるのに最も適切なものを1つ選び、記号で答えなさい。

(1) We visited a museum () you can see many famous paintings.

(私たちは、たくさんの有名な絵が見られる美術館を訪れた。)

- | | |
|-------------|------------|
| ア in that | イ which |
| ウ the place | エ in which |

(2) He was seen () during an important meeting yesterday.

(昨日、彼は重要な会議中に寝ているところを見られた。)

- | | |
|---------|---------------|
| ア sleep | イ sleeping |
| ウ slept | エ to sleeping |

(3) () said he was done playing games than he picked up his controller again.

(ゲームは終わったと言ったそばから、彼はまたコントローラーを手を取った。)

- | | |
|---------------------|---------------------|
| ア As soon as he had | イ As soon as had he |
| ウ No sooner had he | エ No sooner he had |

(4) The number of people interested in environmental issues () much larger than we expected.

(環境問題に関心を持つ人の数は、私たちが予想したよりもずっと多い。)

- | | |
|-------|-------------|
| ア are | イ being |
| ウ is | エ have been |

(10) Tom () learning the piano last month.

(トムは、先月ピアノを習い始めたばかりだ。)

ア has just started

イ had just started

ウ is just starting

エ just started

B 次の(1)～(5)の英文の空所に入れるのに最も適切なものを、ア～エの中から1つ選び、記号で答えなさい。

- (1) The cause of global warming shows no sign of slowing down: levels of the three most significant human-caused greenhouse gases — carbon dioxide (CO₂), methane, and nitrous oxide — (), federal scientists reported this month. Because of the burning of fossil fuels, those three greenhouse gases in our atmosphere have risen to levels not seen in at least 800,000 years.

(*USA Today*, April 11, 2024 改変)

- ア remained significantly low in the previous year
- イ stayed roughly the same over the last decade
- ウ continued their steady climb last year
- エ fell drastically within the past few decades

- (2) Halloween has arrived earlier than ever at major U.S. theme parks, as operators such as Disney, Six Flags, and Universal Studios seek to expand their reach further and build on consumers' love of spooky costumes and scares. Theme park operators have introduced a range of attractions, live performances, merchandise, and food and beverages in August — before summer has ended and well before the October 31 holiday — to ().

(*Voice of America*, September 2, 2024 改変)

- ア offer an alternative to people who are not interested in Halloween
- イ promote the event that is not yet widespread in the United States
- ウ avoid excessive crowd congestion in the parks
- エ take advantage of the surging popularity of Halloween

(26 C英)

- (3) When you're at the hairdresser's, the pressure is at its greatest: you're trapped and there's no choice but to make conversation, (). More options for conversation-less services in Japan — from haircuts and taxi rides to retail store and restaurant visits — are catering to customers who want to politely avoid idle chat with strangers.

(*The Japan Times*, November 9, 2024 改変)

- ア unless you've specifically asked your stylist to be silent
- イ because most people have adjusted to paying high prices at the salon
- ウ though most salons offer some beverages to customers
- エ so that this kind of service leads to greater customer satisfaction

- (4) For some, digital versions of comics may not bring the same joy as a printed copy. (): most apps for digital comics offer a popular “guided view” feature for displaying a page panel by panel. You can add animated transitions to the comic's panels.

(*The New York Times*, December 10, 2022 改変)

- ア For others, they simply do not have any time to read
- イ But reading on a tablet does have advantages
- ウ Therefore digital comics continue to decline in popularity
- エ However, printed books are usually more expensive

- (5) Every October, scientists eagerly await the announcement of the Nobel Prizes in physics, chemistry, and medicine. But many researchers outside of those fields may miss the opportunity to gain the international acclaim of winning the Nobel, the most prestigious award in science. (), especially because science has grown increasingly interdisciplinary since the prizes were established in 1900. But it has yet to occur.

(*The New York Times*, October 14, 2024 改変)

- ア Many claim that the Nobel categories are now too numerous
- イ Many believe the Nobel categories should not be limited to science
- ウ Many have agreed with excluding medicine from the Nobel categories
- エ Many have argued for an expansion of the Nobel categories

〔Ⅳ〕 次の日本語を英語にきなさい。

困った時には、他の人ならどう考えるかを想像してみることが大事だ。

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■文章・図版クレジット一覧

II <https://theconversation.com/que-dice-la-filosofia-sobre-la-hospitalidad-y-como-lo-cuenta-la-literatura-228249>

III B(1) © USA TODAY NETWORK via Imagn Images

III B(2) learningenglish.voanews.com

III B(3) 2024 年 11 月 9 日、The Japan Times

III B(4) This article may have been edited or excerpted for the purpose of creating test questions. If so, it does not reflect the original intent of the author of The New York Times Company.