**Практическое задание 6.**

1. **Перепишите следующие предложения и переведите их на русский язык, обращая внимание на разные значения слов it, one,that.**
2. It is proved that light needs time to travel any distance.
3. One must take part in the scientific work.
4. Specialists consider that in future city transport will reject gasoline.
5. **Перепишите следующие предложения и переведите их на русский язык, подчеркните причастия. Определите, какая форма причастия используется, обратите внимание на независимый причастный оборот.**
6. The generators constructed at the plant have no commutators.
7. The code widely used is called Morse code.
8. Water – turbine plants are called hydro turbines.
9. The measures discussed are to be used for determining the faults in the conducting wires.
10. The transmission system selected for everyday use is based on the combined activity of telecommunication and computers.
11. **Перепишите следующие предложения и переведите их на русский язык, подчеркните герундий.**
12. Programming is the process of preparing, testing and correcting instructions for a computer.
13. Is any metal capable of being drawn out into a wire?
14. After having been subjected to several testing the material was recommended for use.
15. A motor – starter is a device for starting motors from rest by the simple act of closing the switch.
16. A constant speed of the device is maintained by supplying it with energy.
17. Steam is an important factor in producing usable energy because of the power being created by its expansion.
18. One of the problems modern research laboratories are working at is the problem of finding materials that can serve as electrical conductors in fusion reactors.

**The US Railway System**

Today, most rail transport in the United States is based on freight train shipments. Railway companies in the USA are generally separated into three categories based on their annual revenues. They are Class I for freight railways with annual operating revenues above $346.8 million (2006 dollars), Class II for freight railways with revenues between $27.8 million and $346.7 million, and Class III for all other freight railways. These classifications are set by the Surface Transportation Board.

In 1939 there were 132 Class I railways. Today, as the result of mergers, bankruptcies, and major changes in the regulatory definition of “Class I”, there are only seven railways operating in the USA that meet the criteria for Class I.

Today, the sole intercity passenger railway company in the continental United States is Amtrak. It is a government-owned corporation that was organised on May 1, 1971, to provide intercity passenger train service. Although Amtrak qualifies for Class I status under the revenue criteria, it is not considered a Class I railway because it is not a freight railway.

Commuter rail systems exist in more than a dozen metropolitan areas. But these systems are not extensively interconnected.

The most notable exception to this general rule is New York City, with its extensive subway system, the Long Island Rail Road, the Metro-North rail extending into Connecticut, and links to points as far south as Newark, Delaware. About two-thirds of all US passenger rail riders, and one in every three US mass transit users, ride trains in the New York metropolitan area. Other major cities, such as Chicago, with its elevated system and regional passenger rail system Metra, and Boston, with the T system, have similar but smaller systems.