

<<六级阅读理解>>

图书基本信息

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内容概要

在英语考试中，历来都是得阅读者得天下，大学英语六级考试也不例外。

从2006年6月开始，大学英语六级考试采用新题型。

阅读题型由原来的短文理解一枝独秀变为快速阅读、选词填空、简答题、短文理解全面开花，分值比例高达35%，并更加注重对英语知识的综合运用能力的考查。

本书依据最新大纲，结合对历年真题的综合与剖析，针对题型分布、命题规律、解题思路以及答题方法进行讲解，并针对各个题型给出专项训练和解析。

在本书的最后一部分组合阅读理解四大题型，精心研发了高度仿真的模拟训练，让你提前体验实战感觉，进入考试的状态。

本书具有以下特色：**划线式难句剖析=突破阅读** 无数考生感慨：**兵败长难句=兵败阅读理解=兵败六级考试**。

通过对历届六级考试成绩的电脑数据分析，76.3%的同学阅读分数低是因为读不懂长难句。

通过对句子主干(主语和谓语成分)进行划线，让你一眼便能洞穿长难句的结构：通过对that等引导词的划线，让你迅速分清句子的层次，立体解决长难句；在对长难句的解析方面，针对性设置【结构分析】、【难点理解】、【句子翻译】三个栏目，全方位讲解长难句的疑难点。

立体化技能特训=阅读大提速 从单词、句子、段落、篇章、阅读方法方面特训阅读能力，帮助考生从上下文、构词法角度破解阅读理解中的生词，总结插入语、强调句、倒装句、多重复合句等复杂句式的破解策略，揭开篇章结构和主旨句之谜，帮助考生走出阅读误区，让阅读理解全面大提速。

解题技巧：正解+逆解=100%正确率 在短文理解部分，本书采用了【正解】+【逆解】的解析方法，简单题可以正向直接找出正确选项；干扰较强的题可以逆向解题，排除干扰项，最终得出正确选项。

正解逆解，双向解题，让你的阅读理解正确率无限接近100%。

核心词汇集结记忆 词汇集装箱栏目集结四篇Passage中的高频、核心词汇，结合自己已经做过的考题语境记忆更深刻。

同学可将该部分剪下，贴在床头或墙上，有计划的进行复习记忆。

专项训练+组合测试=完全备考 4级考试的阅读题型有4种，考生不一定每一种题型都擅长。

在Part 部分，本书对每一种题型设置了专项训练，帮助考生针对自己的“短板”题型进行强化训练，消除“短板”。

在Part 部分，本书给出8个单元的题型组合训练，考生通过大量标准的组合训练，并结合“建议做题时间”调整答题速度。

这样，考生在考场便可以合理分配答题时间。

真题同源+高仿真模拟题=100%考场感觉 在分析大学英语六级考试历年真题的基础上，本书所选文章在阅读量、题量和难度上均符合最新大学英语六级考试样题和标准的六级真题的难度。

模拟训练的高仿真度让训练无限贴近实战，避免真正走进考场时的不适应感。

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章节摘录

In recent years, railroads have been combining with each other, merging into super systems, causing heightened concerns about monopoly. As recently as 1995, the top four railroads accounted for under 70 percent of the total ton-miles moved by rails. Next year, after a series of mergers is completed, just four railroads will control well over 90 percent of all the freight moved by major rail carriers. Supporters of the new super systems argue that these mergers will allow for substantial cost reductions and better coordinated service. Any threat of monopoly, they argue, is removed by fierce competition from trucks. But many shippers complain that for heavy bulk commodities traveling long distances, such as coal, chemicals, and grain, trucking is too costly and the railroads therefore have them by the throat. The vast consolidation within the rail industry means that most shippers are served by only one rail company. Railroads typically charge such "captive" shippers 20 to 30 percent more than they do when another railroad is competing for the business. Shippers who feel they are being overcharged have the right to appeal to the federal government's Surface Transportation Board for rate relief, but the process is expensive, time consuming, and will work only in truly extreme cases. Railroads justify rate discrimination against captive shippers on the grounds that in the long run it reduces everyone's cost. If railroads charged all customers the same average rate, they argue, shippers who have the option of switching to trucks or other forms of transportation would do so, leaving remaining customers to shoulder the cost of keeping up the line. Its theory to which many economists subscribe, but in practice it often leaves railroads in the position of determining which companies will flourish and which will fail. "Do we really want railroads to be the arbiters of who wins and who loses in the marketplace?"

asks Martin Bercovici, a Washington lawyer who frequently represents shippers. Many captive shippers also worry they will soon be hit with a round of huge rate increases. The railroad industry as a whole, despite its brightening fortunes, still does not earn enough to cover the cost of the capital it must invest to keep up with its surging traffic. Yet railroads continue to borrow billions to acquire one another, with Wall Street cheering them on. Consider the \$10.2 billion bid by Norfolk Southern and CSX to acquire Conrail this year. Conrail's net railway operating income in 1996 was just \$427 million, less than half of the carrying costs of the transaction. Who's going to pay for the rest of the bill?

Many captive shippers fear that they will, as Norfolk Southern and CSX increase their grip on the market.

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