



General Certificate of Education
Advanced Subsidiary Examination
June 2009

English Language and Literature (Specification B)

ELLB1

Unit 1 Introduction to Language and Literature Study

Specimen paper for examinations in June 2010 onwards

This question paper uses the new numbering system and new AQA answer book

For this paper you must have:

- an AQA 12-page answer book
- your copy of the *Anthology*.

Time allowed

- 1 hour 30 minutes

Instructions

- Use black ink or black ball-point pen.
- Write the information required on the front of your answer book. The **Examining Body** for this paper is AQA. The **Paper Reference** is ELLB1.
- Answer **both** questions.
- Do all rough work in the answer book. Cross through any work that you do not want to be marked.

Information

- The marks for questions are shown in brackets.
- The maximum mark for this paper is 96.
- You will be marked on your ability to:
 - use good English
 - organise information clearly
 - use specialist vocabulary where appropriate.

Advice

- You are advised to spend 30 minutes on Question 1 and 1 hour on Question 2.

Answer **both** questions.

Question 1

0	1
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Text A is an extract from Baedeker's *London and its Environs 1900*, a guidebook to London, published in 1900.

Text B is an extract from *Time Out London*, a guidebook to London, published in 2007.

Compare the ways in which the texts achieve their purposes.

You should compare:

- how the texts are structured and present their material
- how the purposes and contexts of the texts influence language choices. (32 marks)

Question 2

0	2
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Travel can be exciting and adventurous.

Compare **two** texts from the *Anthology* which present the excitement and adventure of travel.

In your answer, write about some of the following **where appropriate**:

- word choice
- figurative language
- grammar
- sound patterning
- form and structure
- layout and presentation
- contexts of production and reception.

(64 marks)

END OF QUESTIONS

Text A

Omnibuses, of which there are about 150 lines, cross the Metropolis in every direction from 8 a. m. till midnight. The destination of each vehicle (familiarily known as a '*bus*'), and the names of some of the principal streets through which it passes, are usually painted on the outside. As they always keep to the left in driving along the street, the intending passenger should walk on that side for the purpose of hailing one. To prevent mistakes, he had better mention his destination to the conductor before entering.

The first omnibuses plying in London were started by Mr. George Shilibeer in 1829. They were drawn by three horses yoked abreast, and were much heavier and clumsier than those now in use. At first they were furnished with a supply of books for the use of the passengers. The London service of omnibuses is now mainly in the hands of the *London General Omnibus Co.* and the *London Road Car Co.* The first of these employs 1300 buses, 15,000 horses, and 5000 men; it carries nearly 200 million passengers annually at an average fare of $1\frac{1}{2}d.$ The vehicles have been considerably improved of late years; the 'garden seats' on the top are pleasant enough in fine weather and are freely patronized by ladies.

The principal points of intersection of the omnibus lines are (on the N. of the Thames) the Bank, Charing Cross, Piccadilly Circus, Oxford Circus, the Marble Arch, Hyde Park Corner, and the junction of Tottenham Court Road and Oxford Street. The chief point in Southwark is the hostelry called the Elephant and Castle.

Those who travel by omnibus should keep themselves provided with small change to prevent delay and mistakes. The fare varies from $\frac{1}{2}d.$ to $6d.$ or $7d.$

Turn over for Text B

Text B

Buses

In the past couple of years hundreds of new buses have been introduced to the network as the old Routemasters have been phased out. All buses are now low-floor and easily accessible to wheelchair-users and passengers with buggies, and they run 24 hours. The only exceptions are Heritage routes 9 and 15, which are operated by the world-famous and much-loved open-platform Routemaster buses ... The introduction of 'bendy buses' with multiple door entry and the fact that you *must* have a ticket or valid pass before getting on has at least contributed to speeding up boarding times at bus stops. Inspectors patrol and board buses at random; they can fine you £20 if you're on a bus and you haven't paid. You can buy a ticket (or 1-Day Bus Pass) from pavement ticket machines, although, frustratingly, they're often out of order. Better to travel armed with an Oyster card or some other pass ...

Fares

Using Oyster pay-as-you-go costs £1 a trip and the most you will pay a day will be £3. Paying with cash at the time of travel costs £2 for a single trip. Under-16s travel for free (using an Under-14 or 14-15 Oyster photocard as appropriate). A 1-Day Bus Pass gives unlimited bus and tram travel for £3.50.

Bus Savers

A book of six Saver tickets costs £6 (under-16s travel free as above) and can be bought at some newsagents and tube station ticket offices.

Night buses

Many buses run 24 hours a day, seven days a week. There are also some special night buses with an 'N' prefix to the route number, which operate from about 11pm to 6am. Most night services run every 15 to 30 minutes, but many busier routes have a bus around every ten minutes. Fares for night buses are the same as for daytime buses.

END OF TEXTS

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Text A: www.oldhousebooks.co.uk

Text B: an extract from *Time Out London*, published by Time Out Guides Ltd, 7 February, 2008.