

**OXFORD CAMBRIDGE AND RSA EXAMINATIONS
GENERAL CERTIFICATE OF SECONDARY EDUCATION**

2431/01

ENGLISH (Specification 1900)

**Unit 1 Non-Fiction, Media and Information
(Foundation Tier)**

MONDAY 11 JANUARY 2010: Morning

DURATION: 1 hour 45 minutes

SUITABLE FOR VISUALLY IMPAIRED CANDIDATES

Candidates answer on the Answer Booklet

OCR SUPPLIED MATERIALS:

8 page Answer Booklet

OTHER MATERIALS REQUIRED:

None

READ INSTRUCTIONS OVERLEAF

INSTRUCTIONS TO CANDIDATES

- Write your name clearly in capital letters, your Centre Number and Candidate Number in the spaces provided on the Answer Booklet.
- Use black ink.
- Read each question carefully and make sure that you know what you have to do before starting your answer.
- Answer ALL the questions.

INFORMATION FOR CANDIDATES

- The number of marks is given in brackets [] at the end of each question or part question.
- SECTION A is worth 42 marks. You are advised to spend NO MORE THAN 1 HOUR 10 MINUTES on it.
- SECTION B is worth 21 marks. You are advised to spend NO MORE THAN 35 MINUTES on it.
- The total number of marks for this paper is 63.

BLANK PAGE

SECTION A

You are advised to spend NO MORE THAN TWO THIRDS OF YOUR TIME on Section A.

Reading: NON-FICTION

Read carefully this passage, which is taken from the internet, and then ANSWER QUESTIONS 1(a), (b), (c) AND (d).

These answers will be marked for reading. Plan your answers and write them carefully.

STEPHENSON'S 'ROCKET'



It is a common mistake to say that the ‘Rocket’, built in 1829, was the first steam railway engine. The first commercially successful steam-powered engines were built by Matthew Murray for the Middleton Railway, which ran from Middleton to Leeds. George Stephenson’s ‘Rocket’ was a development of these. **5**

Its claim to fame is that it has provided the basic design for most steam engines since. In fact, the standard steam engine design is often called the ‘Stephensonian’, and those design principles were carried through to the last steam engines built in Britain during the 1960s. **10**

What made the great advance in steam engine design was that the ‘Rocket’ used a boiler with many tubes which transferred heat from the exhaust gases to the water. This greatly increased the amount of steam produced and therefore the pulling power of the engine. **15**

There is some doubt about who really designed the ‘Rocket’, George Stephenson or his son, Robert. At the time the engine was being built at the Forth Bank Works, George, although he had previously designed many steam engines, was supervising the building of the Liverpool to Manchester Railway. His son, Robert, had returned from working in South America and had become managing director of Robert Stephenson and Company. He was in daily charge of designing and constructing the new engine. Although he was in frequent contact with his father in Liverpool and probably received advice from him, the major credit for the design must go to Robert. **20**
25
30

The 'Rocket' was designed and built to compete in the Rainhill trials, a competition to choose the engine type to work on the Liverpool and Manchester Railway. The trials took place from 6th to 14th October 1829. There were five entrants, but four of them broke down and the 'Rocket' was declared the winner. It fulfilled the requirements of the contest, that a fifty mile round trip with the engine fully loaded should be completed with satisfactory fuel consumption. It averaged 12 miles per hour, while hauling 13 tons, and 29 miles per hour running light. 35 40

The opening ceremony of the Liverpool and Manchester Railway on 15th September 1830 attracted important spectators from the government and from industry, including the Prime Minister. The day started with a procession of eight trains setting out from Liverpool. The parade was led by the 'Northumbrian' driven by George Stephenson, and included the 'Phoenix' driven by his son Robert, the 'North Star' driven by George's brother Robert, and the 'Rocket' driven by assistant engineer Joseph Locke. The day was spoilt by the death of William Huskisson, the Member of Parliament for Liverpool, who was struck and killed by the 'Rocket'. 45 50 55

After service on the Liverpool and Manchester Railway, the 'Rocket' was used near Tindale village on Lord Carlisle's Railway in Cumberland (now Cumbria). In 1862 it was given to the Patent Office Museum and is now in the Science Museum in London. Though in much modified form compared to its state at the Rainhill Trial, it attracts thousands of visitors each year. 60

[The colour photograph below the title of this passage shows 'a replica of the 'Rocket' as preserved in the National Railway Museum'.]

- 1 (a) Who was mainly in charge of designing the 'Rocket'? [1]
- (b) From the paragraph beginning 'The opening ceremony of...' (lines 43 to 55), which two politicians do we know attended the opening ceremony of the Liverpool and Manchester Railway on 15th September 1830? [2]
- (c) Where did the 'Rocket' begin its working life and where did it end its working life? [2]
- (d) From your reading of this article, outline the important points about:
- the history of the 'Rocket' from 1829 to the present day
 - what made it famous.

Use your own words as far as possible. [16]

[Total 21 marks]

TURN OVER FOR THE REMAINDER OF SECTION A

READING: MEDIA TEXT

Read this newspaper article by Nick McDermott, which describes the official opening of the new St Pancras railway station in London in 2007. Then ANSWER QUESTION 2.

Your answer will be marked for reading. Plan your answer and write it carefully.

QUEEN OPENS GLITTERING NEW ERA IN RAIL TRAVEL



VICTORIAN GLORY

The Queen has re-ignited the great British love affair with the railways as she opened the revitalised St Pancras station. Yesterday, she launched High Speed

One, the UK's first section of high speed railway, and officially opened the magnificently restored St Pancras International Station in the centre of London.

After an 800 million pounds facelift, the station's grand red-brick and steel interior has been restored to its Victorian-era glory.

CLOSER TO EUROPE

Experts predict that, as the new home of Eurostar, St Pancras will become the glittering centrepiece of a new age of international travel.

The opening and launch of the high-speed Channel Tunnel Rail link will shorten Eurostar journeys to Paris and Brussels by twenty minutes. It also brings Britain much closer to many other Continental destinations, making rail journeys quicker and more convenient than flying, once airport check-in and security are taken into account.

STATE-OF-THE-ART

As part of its refurbishment, the station has been fitted with state-of-the-art technology, such as wireless internet access, touch-screen monitors and passenger information screens. It will also house the world's longest champagne bar and a daily farmers' market.

More than 150 years of dirt has been removed from the brickwork and a new roof has been fitted, which comprises 18,000 panes of self-cleaning glass. A five-star hotel will open at the front of the station.

The Queen delivered an address to an invited audience of over a thousand guests, including senior political figures from London, the UK and Europe. A light, sound and film show was accompanied by music from the Royal Philharmonic Orchestra, along with chart-topper Katherine Jenkins.

REBIRTH

The Queen said: ‘The remarkable rebirth of this great and gleaming station means that people across the whole of Britain, not just the South-east, are suddenly quite a bit closer to Europe. My warmest congratulations go to everyone involved in this project, which is a wonderful illustration of what can be achieved through working in partnership. It says a great deal about how we can take a twenty-first century approach whilst at the same time having due consideration of our heritage.

‘Looking around me, I am filled with hope that people of all backgrounds and ages will greatly benefit from the quality and attention to detail which is at the heart of this significant project, and will come to regard St Pancras not as just a station but as a destination.’

HIGH SPEED TRAINS

For the occasion, two Eurostar trains and one Japanese ‘Bullet’ Train arrived at St Pancras to music specially composed for the momentous event. Making their way along the platform to the nose of one of the Eurostar trains, the Queen and Prince Philip chatted to the drivers. The 68-mile Channel Tunnel link, known as High Speed One, runs from St Pancras to the tunnel opening at Folkestone in Kent. It will enable Eurostar trains to reach their top 186 mph speed before they are on the Continent.

[The large colour photograph below the title of this article shows ‘locomotives beneath the magnificent station roof’, looking down the platform towards the front of two locomotives. The glass of the vast station roof catches reflected colours of deep pink and dark blue.]

2 Explain how the article sets out to persuade you of the importance of the new St Pancras station.

In your answer, you should write about:

- the effects of the PHOTOGRAPH and HEADINGS
- the INFORMATION selected to suggest the importance of the new station
- the persuasive WORDS and PHRASES used. [21]

TURN OVER FOR SECTION B

SECTION B

You are advised to spend NO MORE THAN ONE THIRD OF YOUR TIME on Section B.

Writing to INFORM, EXPLAIN, DESCRIBE

This answer will be marked for writing. Plan your answer and write it carefully.

Leave enough time to check through what you have written.

- 3 Write the words of a talk to your class DESCRIBING a journey you have made and EXPLAINING your feelings about it.**

This journey could be by any kind of transport or on foot. [21]



Copyright Information

OCR is committed to seeking permission to reproduce all third-party content that it uses in its assessment materials. OCR has attempted to identify and contact all copyright holders whose work is used in this paper. To avoid the issue of disclosure of answer-related information to candidates, all copyright acknowledgements are reproduced in the OCR Copyright Acknowledgements Booklet. This is produced for each series of examinations, is given to all schools that receive assessment material and is freely available to download from our public website (www.ocr.org.uk) after the live examination series.

If OCR has unwittingly failed to correctly acknowledge or clear any third-party content in this assessment material, OCR will be happy to correct its mistake at the earliest possible opportunity.

For queries or further information please contact the Copyright Team, First Floor, 9 Hills Road, Cambridge CB2 1GE.

OCR is part of the Cambridge Assessment Group; Cambridge Assessment is the brand name of University of Cambridge Local Examinations Syndicate (UCLES), which is itself a department of the University of Cambridge.