GCSE ENGLISH LANGUAGE

Paper 2 Writers' viewpoints and perspectives

Insert

The two sources that follow are:

Source A:	20th Century literary non-fiction
	One's Company by Peter Fleming
	An extract from a travel book, published in 1933
Source B:	19th Century non-fiction
	Records of a Girlhood by Fanny Kemble
	An extract from a letter, published in 1878

Please turn the page over to see the sources

Source A is an extract from a travel book in which Peter Fleming describes his train journey on the Trans-Siberian Railway in 1933. The journey is over nine thousand kilometres and takes more than a week to complete.

- 1 And now the journey was almost over. There is no more luxurious sensation than what may be described as the 'end of term' feeling. I felt very content. After tomorrow there would be no more trips to the dining-car; no more of that black bread, in consistency and flavour suggesting rancid peat; no more of that equally earthy tea; no more of a monk's existence; no
- 5 more days entirely blank of action. It was true that I did not know what I was going to do, that I had nothing very specific to look forward to. But I knew what I was going to stop
- 7 doing, and that, for the moment, was enough.

I wandered along the train to my compartment, undressed and got into my bed. As I did so, I noticed for the first time

10 that the number on my berth was thirteen. For a long time, I could not sleep but eventually I drifted off.



- 12 All of a sudden there was a frightful jarring, followed by a crash. I sat up in my berth. From the rack above me my heaviest suitcase was cannonaded down, catching me with fearful force on either knee-cap. This is the end of the world, I thought, and in addition they have broken both
- 15 my legs. My little world was tilted drunkenly. The window showed me nothing except a few fields. It was six o'clock. I began to dress. I felt very much annoyed. But I climbed out of the carriage into a refreshingly spectacular world and the annoyance passed. The Trans-Siberian Express train sprawled foolishly down the embankment. The mail van and the dining-car, which had been in front, lay on their sides at the bottom. Behind them the five sleeping cars,
- 20 headed by my own, were disposed in attitudes which became less and less grotesque until you got to the last, which had remained, primly, on the rails. Fifty yards down the line, the engine, which had parted company with the train, was dug in, snorting steam, on top of the
- 23 embankment. It had a defiant and naughty look; it was definitely conscious of indiscretion.
- It would be difficult to imagine a nicer sort of railway accident. No one was hurt. The
 weather was ideal. And the whole thing was done in just the right sort of theatrical manner, with lots of twisted steel and splintered woodwork and turf scarred deeply with demoniac force.

This was great fun: a comical and violent climax to an interlude in which comedy and violence had been altogether too lacking for my tastes. It was good to lie back in the long

- 30 grass on a little hill and meditate upon that sprawling scrap-heap. There she lay, in the middle of the wide green plain; the fastest train, the Trans-Siberian Luxury Express. For more than a week she had bullied us. She had knocked us about when we went to clean our teeth in the little bathroom, she had jogged our elbows when we wrote, and when we read, she made the print dance tiresomely before our eyes. Her windows we might not open on account of the
- 35 dust, and when closed they had proved a perpetual attraction to small, sabotaging boys with stones. She had annoyed us in a hundred little ways: by spilling tea in our laps, by running out of butter, by regulating our life. She had been our prison. We had not liked her. Now she was down and out. We left her lying there, a broken, buckled toy, a thick black worm without a head, awkwardly twisted: a thing of no use.

Source B is an extract from a letter written by Fanny Kemble to a friend about her first ride on a steam train in 1830, when she was 21. The steam engine had recently been invented by George Stephenson and he was also on this ride.

A normal sheet of writing paper is enough for love, but only a large sheet can contain my raptures about my railroad journey. And now I will give you an account of my excursion yesterday...

A party of sixteen persons was ushered into a courtyard where there stood a carriage of a peculiar construction, prepared for our reception. It was a long-bodied vehicle with seats 5 placed across it, back-to-back; the one we were in had six of these benches and was a sort of uncovered carriage. The carriage was set in motion by only a push and rolled with us down a slope into a tunnel which forms the entrance to the railroad.

Here, we were introduced to the little train engine which

- 10 was to drag us along the rails. She (for they make these curious little fire-horses all mares*) consisted of a boiler, a stove, a small platform, a bench, and behind the bench a barrel containing enough water to prevent her being thirsty on our journey. She goes upon wheels which are her feet
- 15 and are moved by bright steel legs called pistons which are propelled by steam. The reins of this wonderful beast are a small steel handle, which applies or withdraws the steam from its legs or pistons, so that a child might manage it. The coals, which are its oats, were under the bench. This snorting little



animal, which I felt rather inclined to pat, was then harnessed to our carriage. Mr Stephenson 20 and I took our seats on the bench of the train engine and we set off at about ten miles an hour.

As the steam-horse was unable to go up and down hill, the railroad was kept at a certain level, and appeared sometimes to sink below the surface of the earth, and sometimes to rise above it. It was most incredible. Almost from the start the track was cut through the solid rock which formed a wall on either side of it, about sixty feet high.

- 25 You can't imagine how strange it seemed to be journeying on thus, without any visible cause of progress other than the magical machine, with its flying white breath and rhythmical, unvarying pace, between these rocky walls. Then, when I reflected that these great masses of stone had been cut asunder to allow our passage far below the surface of the earth, I felt as if no fairy tale was ever half so wonderful as what I saw. Bridges were thrown from side to side
- 30 across the top of these cliffs, and the people looking down upon us from them seemed like dolls standing in the sky. You cannot conceive what that sensation of cutting the air was; the motion is as smooth as possible. I could either have read or written; and as it was, I stood up, and with my bonnet off, drank the air before me. When I closed my eyes this sensation of flying was quite delightful, and strange beyond description. Yet, strange as it was, I had a
- 35 perfect sense of security and not the slightest fear, as this brave little she-dragon of ours flew on.

We had now come fifteen miles and stopped where the railroad traversed a wide and deep valley. Mr. Stephenson escorted me from the train down to the bottom of this ravine, over which, to keep the track level, he has thrown a magnificent viaduct of nine arches, the middle

40 one of which is seventy feet high, through which we saw the whole of this beautiful little valley. It was lovely and wonderful beyond all words.

When I add that this pretty little creature can run either backward or forward, I believe I have given you an account of all the train's abilities.

Glossary

* female horses

END OF SOURCES

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GCSE ENGLISH LANGUAGE

Paper 2 Writers' viewpoints and perspectives

Monday 12 June 2023

Time allowed: 1 hour 45 minutes

Materials

For this paper you must have:

• Source A and Source B - provided as a separate Insert.

Instructions

- Answer **all** questions.
- Use black ink or black ball-point pen.
- Fill in the boxes at the top of this page.
- You must answer the questions in the spaces provided.
- Do not write outside the box around each page or on blank pages.
- If you need extra space for your answer(s), use the lined pages at the end of this book. Write the question number against your answer(s).
- Do all rough work in this book. Cross through any work you do not want to be marked.
- You must refer to the Insert booklet provided.
- You must **not** use a dictionary.

Information

- The marks for questions are shown in brackets.
- The maximum mark for this paper is 80.
- There are 40 marks for Section A and 40 marks for Section B.
- You are reminded of the need for good English and clear presentation in your answers.
- You will be assessed on the quality of your reading in Section A.
- You will be assessed on the quality of your writing in Section B.

Advice

• You are advised to spend about 15 minutes reading through the sources and all five questions you have to answer.

Morning

- You are advised to plan your answer to **Question 5** before you start to write.
- You should make sure you leave sufficient time to check your answers.



For Examiner's Use		
Question	Mark	
1		
2		
3		
4		
5		
TOTAL		



	Section A: Reading		Do not w outside t box
	Answer all questions in this section. You are advised to spend about 45 minutes on this section.		
0 1	Read again the first part of Source A from lines 1 to 7 .		
	Choose four statements below which are true .		
	 Shade the circles in the boxes of the ones that you think are true. Choose a maximum of four statements. If you make an error cross out the whole box. If you change your mind and require a statement that has been crossed on a circle around the box. 	ut then draw	
	a circle around the box.	[4 marks]	
	A The writer is at the start of his train journey.	0	
	B The writer is looking forward to leaving the train.	0	
	C The writer will be on the train for three more days.	0	
	D The train has a carriage where meals are served.	0	
	E The writer thinks the bread has been delicious.	0	
	F The writer feels that he has been cut off from society while on the train.	0	
	G The writer has had many activities to keep him busy on the train.	0	
	H The writer does not have any plans for when he leaves the train.	0	4



		Do no outsic
0 2	You need to refer to Source A and Source B for this question.	bo
	The writers in Source A and Source B are travelling on different types of trains.	
	Use details from both sources to write a summary of what you understand about the differences between the two trains.	
	[8 marks]	



4



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	Turn over for the next question	



Turn over 🕨

7	
You now need to refer only to Source A from lines 12 to 23 .	
How does the writer use language to describe the train crash?	[12 marks]



Do not write outside the box
12



Extra space for question 3 only (if needed)	



04	For this question, you need to refer to the whole of Source A , together with the whole of Source B .	Do not wr outside th box
	Compare how the writers convey their different feelings and perspectives about their experiences of travelling on a train.	
	In your answer, you could:	
	 compare their different feelings and perspectives compare the methods the writers use to convey their different feelings and perspectives support your response with references to both texts. 	

Turn over ►







Turn over ►

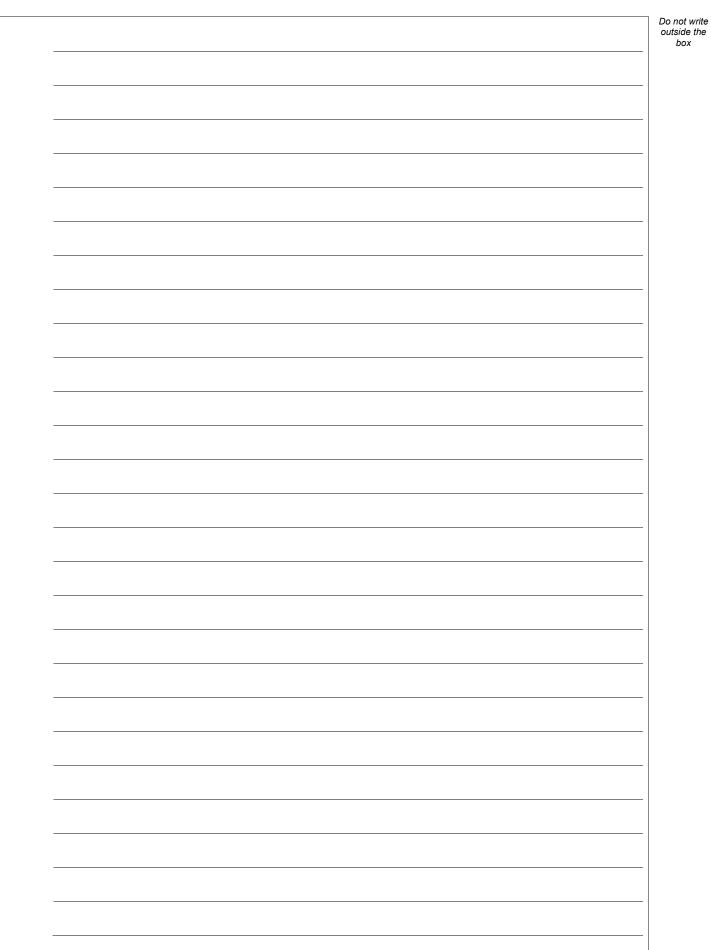
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	Section B: Writing
	You are advised to spend about 45 minutes on this section. Write in full sentences.
	You are reminded of the need to plan your answer.
	You should leave enough time to check your work at the end.
0 5	'Cars are convenient, comfortable and save time. However, we need to use them less by making public transport such as trains, trams and buses cheaper, more reliable and easier to access.'
	Write a speech to be given at a meeting of your local council in which you argue your point of view on this statement.
	(24 marks for content and organisation 16 marks for technical accuracy) [40 marks]
	You are advised to plan your answer to Question 5 before you start to write.

Turn over ►







Turn over ►



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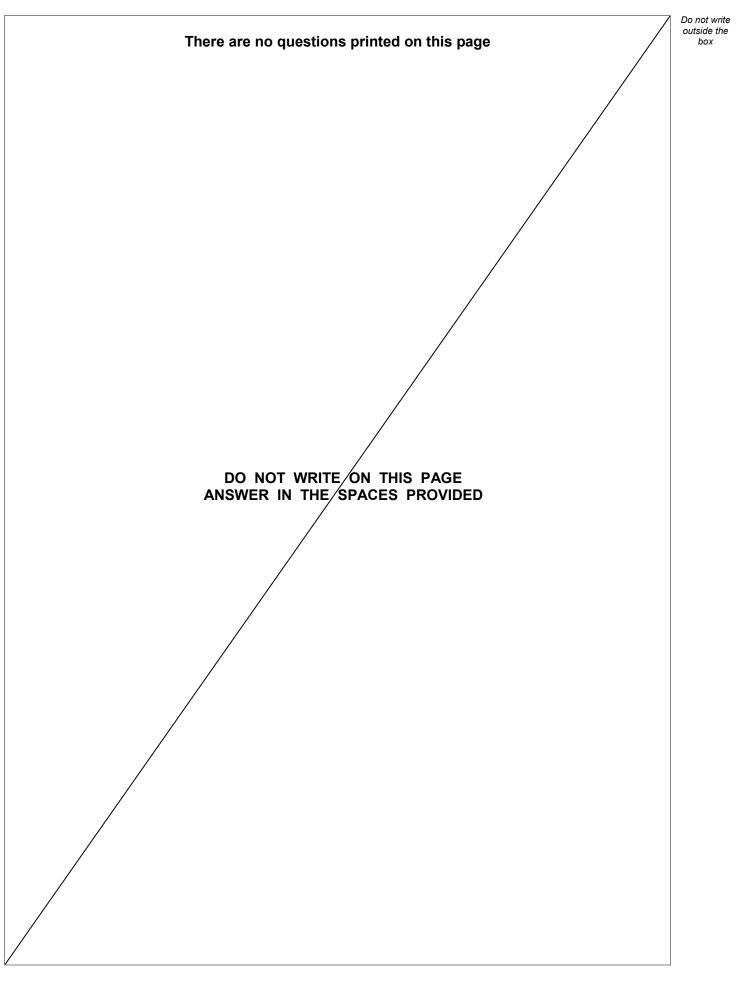


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END OF QUESTIONS	







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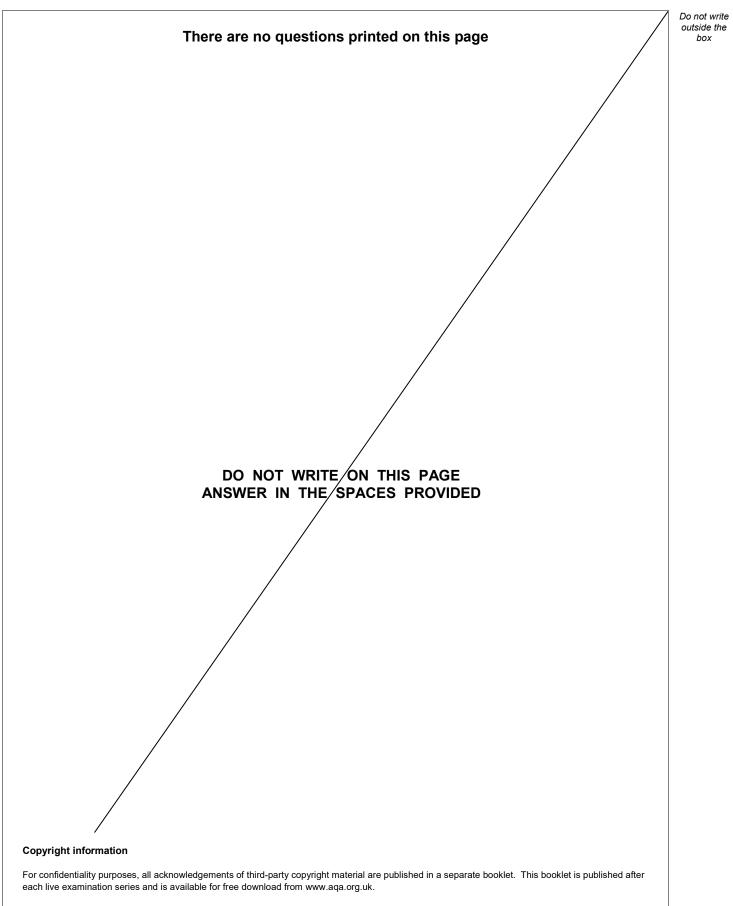


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