



GCSE

3700U20-1A



S24-3700U20-1A

THURSDAY, 23 MAY 2024 – MORNING

ENGLISH LANGUAGE

UNIT 2

Reading and Writing: Description, Narration and Exposition

Resource Material

For use with Section A

3700U201A
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Text A is taken from a Transport for Wales information sheet about upgrades to the Arriva Trains Wales Valley Lines Trains.

ARRIVA TRAINS WALES

£500K MAKEOVER

TO VALLEY LINES TRAINS

WWW.ARRIVATRAINS.WALES

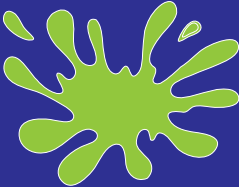



12,000 LABOUR HOURS FROM OUR ENGINEERS

to modernise and refurbish a total of 60 carriages across the Valleys Lines – the same amount of time it took Leonardo da Vinci to paint the Mona Lisa!

365 LITRES OF PAINT

were used, which is equivalent to painting 16 tennis courts.






FREE WIFI

is now installed across the 60 carriages so customers can freely use the Internet while travelling.

NEARLY 1,000

metres of window film was used, which would stretch higher than the world's tallest building!



830 m 915 m

Text B is adapted from an article in a national newspaper.

WORLD'S FIRST SOLAR-POWERED RAILWAY LINE OPENS IN UK

The world's first ever railway line to be directly supplied with solar power (power gained by using energy from the sun's rays) has launched today.

The project in Aldershot sees signalling and lights being powered by a unit made up of around 100 solar panels, which is also supplying a small amount of energy to the track itself.

It's hoped this will pave the way for the world's first fully solar-powered trains that are able to get a direct supply of energy from solar 'farms'.



Nicknamed 'Riding Sunbeams', the pilot project has been launched by the climate change charity, Possible, along with Community Energy South and Network Rail. All data is being analysed by the University of Birmingham to see how it might be possible to plug in much larger solar rigs to power the UK's trains.

"Matchmaking the UK's biggest electricity user, the railways, with the nation's favourite energy source, solar power, looks like the start of the perfect relationship," said the director of the project. "Helping to get the railways off fossil fuels in this way will cut running costs and benefit local communities at the same time as helping to tackle the climate crisis."

Text C is adapted from a poster published by a national railway company.

Plane vs Train

Departure



- ✔ arrive 2 hours before boarding
- ✔ make sure your luggage doesn't exceed the allowed dimensions
- ✔ check in luggage



- ✔ train to arrive 10 minutes before boarding
- ✔ 3 items of luggage per passenger, free of charge
- ✔ no luggage-in or collection upon arrival

On the plane/train



- ✔ narrow seats, no space to move
- ✔ artificial light sources & air pressure
- ✔ shut down all electronic devices for take-off and landing



- ✔ comfortable seats and room to stretch your legs
- ✔ big windows and natural light
- ✔ stay connected (to the Internet) during the entire journey

Arrival



- ✔ it will probably take at least another half hour to get to your destination



- ✔ you arrive in the heart of the city, your destination is only a few minutes away

Text D is adapted from a blog about environmentally friendly living.

Why cars are greener (maybe)

What I am going to say will challenge everything you have heard about environmentally friendly lifestyles. I am going to argue that cars can be greener than public transport.

It is true that at first glance cars appear to compare very badly in terms of carbon dioxide emissions to other forms of transport. The average car emits more carbon dioxide per kilometre travelled than a typical, well-filled short-haul plane.

The figures show trains to be much greener, as you might expect, with Virgin's new Pendolino trains producing significantly less carbon dioxide per passenger than the car even when the Pendolino is only half full.



But it is quite easy to tilt the statistics in favour of the car. Cars appear very inefficient because, often, just one person travels in a car. Pack in extra passengers and you quickly make the car a much greener option. The extra weight does increase fuel consumption – but only very marginally. Why? Because each additional passenger only weighs a tiny fraction of the weight of the car itself.

But – I can hear the greens amongst you protesting – the train still wins out. Does it? Really? A *New Scientist* writer dug a bit deeper into the green claims made by train companies. He found that most Virgin trains are nowhere near as environmentally clean as the Pendolinos. Virgin's most modern diesel train, the Voyager, emits almost three times as much carbon dioxide per passenger as the Pendolino, and half as much again as the average car filled with passengers. Travel on a Voyager train when it is a quarter full and your emissions are about the same as sitting in a fullish plane. "More leg room", says the report, "but no greener."

And the truth is, buses don't do much better. But am I being fair comparing a car full of people with an empty bus or train? It is true that *full* buses and trains emit significantly less pollution per passenger than cars. The problem is, for most of the day our buses and trains are far from full. That's because public transport systems are designed to meet peak demand. Multi-carriage trains, for example, make a lot of sense in the rush hour but are almost empty in off-peak periods. And public transport has to offer a frequent service all day long. People won't use buses and trains unless they know they can get to where they want when they want.

Should we conclude from this that the green choice is the car? No, despite what I've said here, even though travelling by car can be less polluting than public transport you should always take the public transport option. That's because buses and trains are running anyway. They will be out there generating carbon dioxide whether you use them or not. So, when you choose to take your car, the pollution you create will be on top of whatever the public transport option is producing.

The other key point is that my argument only really holds if you have other people in your car with you. Travel alone and the car is one of the most polluting forms of transport on earth.

Text E is adapted from a book entitled '*Around the World in 80 Trains*' by Monisha Rajesh.

Leaning against the window, I looked up at the arched roof of St Pancras. It appeared to be rolling back, when I realised that it was we who were moving. The 14:31 Eurostar to Paris hummed out of the station, and I sat back, warm spring sunshine flashing into the carriage. As London fell away, I tried to breathe in as much of the city as I could, hoping to hold it in my chest until we met again in seven months' time. A long journey lay ahead, a journey that would take me around the world.

Exactly five years ago to the day, I'd stepped off the Charminar Express in Chennai, marking my eightieth train journey around India. With nothing but a three-month rail pass, an outdated map, and hopeless naivety, I'd travelled 25,000 miles – the circumference of the earth – reaching the four points of the country's geographical diamond. In between hanging from doorways, squatting on steps and snoozing on piles of laundry, I'd come to understand why Indian Railways is known as the 'Lifeline of the Nation'.

Having narrowly avoided a number of scrapes, I'd sworn never to take on anything so ambitious again. Little did I know that the railways had followed me home – their dust in my hair, their rhythm in my bones, their charm infused in my blood. Slowly, the symptoms began to manifest: I'd linger on bridges watching trains thundering below. On warm afternoons I'd buy round-trip tickets just to sit in the window and read, and at night, I'd lie awake listening to distant horns sound through the darkness. It became an obsession, one that had no cure. At least, no cure that I'd find in London. I had to get back on the rails – but I couldn't just pack up and leave. After returning from India I'd eased back into the swing of London life, working as the subeditor at *The Week* magazine, and, by all accounts, the job was the stuff of dreams: I swanned in at ten o'clock and spent the day reading newspapers and drinking tea, with Coco the office dachshund asleep in my lap. In essence, I was being paid to do what most people did on a lazy Sunday. And now there was someone else to consider, my fiancé Jeremy, who had proposed a few months earlier, next to a bin outside St John's Wood tube station. Knocked out of the way mid-proposal by a group of tourists wearing waterproofs and wellies, he had asked me to marry him, in the rain, on the very spot where we had our first date.

Dismissing the idea of leaving, I carried on with the humdrum of daily life, suppressing the urge whenever it rose, until I finally gave up the fight: there was too much to discover on the rails, and the trains were waiting – but not for long. Train travel is evolving at high speed: bullet trains are multiplying, long-distance services running out of steam. Sleeper services are being phased out, and classic routes fading away. According to economists and pessimists, the romance of the railways is dying a swift death, but I refused to believe it was true. Nowhere in the world could rival India's railways, but I knew that every country's network would possess a spirit of its own, it just needed a prod and a poke to unearth. Trains are rolling libraries of information, and all it takes is to reach out to passengers to bind together their tales.

After a final cup of tea, I had bade farewell to *The Week*. Jeremy had agreed to join me, and I set about organising the trip. As I looked at the passenger in the seat next to me, I knew we'd made the right decision. Jeremy had quit his job, bought his first rucksack, and was accompanying me for the entire journey. That morning I'd made a last-minute dash to Stanfords in Covent Garden to pick up a notebook for the trip. Turning it over, I admired the newness of the leather cover, and opened it up to start writing about the first of eighty trains.

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