Cambridge IGCSE

Cambridge Assessment International Education
Cambridge International General Certificate of Secondary Education

FIRST LANGUAGE ENGLISH **0500/11**

Paper 1 Reading Passages (Core) **October/November 2019**

READING BOOKLET INSERT

1 hour 45 minutes

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READ THESE INSTRUCTIONS FIRST

This Reading Booklet Insert contains the reading passages for use with **all** questions on the Question Paper.

You may annotate this Reading Booklet Insert and use the blank spaces for planning.
This Reading Booklet Insert is **not** assessed by the Examiner.

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Part 1

Read **Passage A** carefully and then answer **Questions 1** and **2** on the Question Paper.

Passage A

In this passage, the writer, Robert Louis Stevenson, describes his experience on first arriving by ship in New York over 120 years ago.

Of my wanderings in New York City, I hesitate to tell. I had a thousand and one things to do; only the day to do them in, before starting a journey across the continent in the evening. It rained with patient fury. Every now and then I had to get under cover for a while in order to give my raincoat a rest as it began to grow damp on the inside from this continued drenching. I went to banks, post offices, railway offices, restaurants, booksellers, money changers, and wherever I went a pool would gather about my feet, and those who were concerned about the state of their floors looked at me with unfriendly eyes.

The same traits struck me about the people I met; everyone I met seemed to be surprisingly rude yet surprisingly kind. The money changer cross-questioned me like a prosecution counsel, asking my age, my business, my average income, and my destination, dismissing my attempts at evasion, and receiving my answers in silence. When our business was over, however, he heartily shook hands with me, and sent his assistant four hundred metres in the rain to get me books at a reduced price.

Similarly, in a very large bookselling establishment, a man, who seemed to be the manager, received me in a way I had certainly never before been received in any normal shop. He implied that he put no faith in my honesty, and refused to look up the names of books or give me the slightest help or information, on the grounds that it was none of his business. Finally, I lost my temper, said I was a stranger in America and not familiar with American customs; but I would assure him, if he were a customer in any bookshop in England, he would be much better treated. This may have been an exaggerated claim but it had the desired effect. The manager went at once from one extreme to the other and, from that moment, he loaded me with kindness. He gave me all sorts of good advice and addresses of those who might help me. He even came out bareheaded into the rain to point me out a restaurant, where I might lunch – even then he seemed to think that he had not done enough. These examples are typical of the manners of America.

I was so wet when I got back to my hotel that evening, that I found the best thing was to shed my shoes, socks, and trousers, and leave them behind for the benefit of New York City. No fire could have dried them before I was due to start on the next stage of my journey and packing them in their present condition would ruin my other possessions. With a heavy heart I said farewell to them as they lay in a sodden heap in the middle of the floor of the hotel's kitchen. I wonder if they are dry by now.

The hotel owner hired a man to carry my luggage to the station, which was nearby, accompanied me there himself, and did all he could to help me on my way. No one could have been kinder. I would recommend his hotel to other travellers as they will get decent meals and find an honest and obliging landlord.

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Part 2

Read **Passage B** carefully and then answer **Question 3** on the Question Paper.

Passage B: The Millau Viaduct

The following passage explores the design and construction of the Millau Viaduct, in France.

No other high bridge in history caught the eye of the media more than the opening of the Millau Viaduct, in 2004. Comprising consecutive cable-stayed spans totalling 2460 metres, the viaduct is the tallest bridge structure in Europe with its mast rising a lofty 335 metres above the ground. It carries a roadway 277 metres above the Tarn River and, when it was opened, was the highest cable-stayed bridge in the world. Although it is the highest bridge in Europe, the massive structure ranks only 13th among all high bridges of the world. The bridge has rightfully been described as beautiful, breath-taking, spectacular and awe-inspiring.

Located near the small town of Millau in the southern end of France, the bridge was the last major connection on the A75 motorway, a four lane highway that had been under construction since 1975. Construction of the bridge began in October of 2001 and took a little over three years – exceptional for such a large, complicated undertaking.

While most of the visual impact of the viaduct comes from the seven cable-stayed 'sails' that seem to float across the valley, much of the structure's greatness comes from the subtle design details. The tall, slender support columns have an unusual elegance from a narrow opening that gradually splits the column into two before closing up again within the mast above the road. The roadway has a slight curve that adds a third dimension of shape to the structure and offsets the boredom of repetition. The designers even made the best of an unfortunate requirement to install a tall wind barrier along the edges of the roadway with a stylish aerodynamic shape that still allows for a fantastic view of the valley beyond.

As a nearly perfect blend of art, architecture and engineering, the Millau Viaduct will continue to inspire future engineers who are continually challenged by the demand to create beauty and grace within the confines of a budget and the future use of their engineering design.

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