Cambridge IGCSE

Cambridge Assessment International Education
Cambridge International General Certificate of Secondary Education

FIRST LANGUAGE ENGLISH **0500/13**

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** the 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 impressions of Silverado, an abandoned gold and silver mining camp in the Napa Valley of California over 120 years ago. Stevenson and his wife planned to live in a shack there for two months.

We arrived by noon and came in sight of the processing mill: a great brown building, half-way up the hill, big as a factory, two floors high, and with water tanks and ladders along the roof. We made our way there, crossing the valley by a grassy trail; there we ate our picnic lunch, sitting in a kind of porch, and contemplating this great bulk of useless building. Through a hole in the wall, we could look deep into the interior, and see sunbeams floating in the dust and striking on tier after tier of silent, rusty machinery. The building cost 6000 dollars, 1200 English pounds; and now, it stands deserted, like the temple of a forgotten religion, the workers toiling somewhere else. All the time we were there, the mill and the town showed no sign of life. That part of the mountain-side, which is very open and green, was inhabited by no living creature but ourselves and the insects. Nothing stirred but the cloud factory upon the mountain summit. It was odd to compare this with former days, when the engine was in full blast, the mill shaking with activity, and the carts rattling down from Silverado, full of gold ore.

By two in the afternoon we had arrived at the mine itself and we were left to our own reflections and the basket of cold food, until our guide arrived. Hot as the sun was, there was a chill in such a home-coming, to that world of wreck and rust, splinter and rolling gravel, where for so many years no fire had burned.

Silverado Mine buildings filled the whole width of the canyon. Above, was a wild, red, stony gully in the mountains and a small woodland below. I was told that, through this, there had gone a path between the mine and the Toll House. I found and followed this path, clearing my way through fallen branches and dead trees. It went straight down the steep canyon, until it came out abruptly above the roofs of the hotel. There was no break in the descent at any point. If you were to drop a stone down the old iron chute from our platform, it would never rest until it hopped upon the Toll House roof tiles.

Signs remained of the previous greatness of Silverado. The footpath was well marked, and had been well trodden in the old days by thirsty miners. And finally, buried in foliage, deep out of sight of Silverado, I stumbled upon a last outpost of the mine – a mound of gravel, some wreck of a wooden aqueduct, and the mouth of a tunnel, like a treasure cave in a fairy story. A stream of water dyed red with iron, danced out of the depths of the cave; looking far under the arch, I could see something like an iron lantern fastened on the rocky wall. It was a promising spot for the imagination. No boy could have left it unexplored.

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Part 2

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

Passage B: The Forth Rail Bridge

This passage explores the design and construction of the Forth Rail Bridge, in Scotland.

When it was first constructed, the Forth Rail Bridge, just outside of Edinburgh in Scotland, was regarded as the eighth wonder of the world. Familiarity breeds contempt, and it is easy to forget that this is a structure every bit as spectacular and remarkable as the Eiffel Tower, of which it can seem oddly reminiscent.

In 1879 construction began on a railway suspension bridge across the Forth River. It was designed by Thomas Bouch, builder of the Tay Railway Bridge that had opened the previous year. The collapse of the Tay Bridge with large loss of life on 28 December 1879, however, brought a halt to work on Bouch's Forth Bridge with only a small section built.

The completely redesigned bridge that was started in 1883 remains one of the world's most distinctive structures; it was opened on 4 March 1890. The bridge is a testament to the skills of the engineers of the time.

The end result is a massive and remarkably imposing structure. It has an overall length of over 2440 metres. Its towers reach a height of 110 metres and trains cross the river at a height of 48 metres. During the 7 years of construction 4000 men were employed, of whom at least 57 were killed in accidents; 8 more men were saved by safety boats positioned in the river under the working areas.

Although it was formally opened on 4 March 1890, the bridge was first used some weeks earlier, on 21 January. On that day two 300-metre-long test trains, each comprising a locomotive and 50 wagons, and each weighing 900 tonnes, rolled onto the bridge side by side from the south. The bridge easily survived the test: though following the Tay disaster it is interesting to wonder about the feelings of the crews of those first trains as they looked down at the river below them.

The bridge has been put to good use ever since. In 2000, some 60 000 trains weighing a total of 10.5 million tonnes crossed the bridge. Today the bridge is crossed by some 200 trains each day.

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