

Pearson Edexcel Level 3 GCE

History

Advanced

Paper 3: Themes in breadth with aspects in depth

Option 34.1: Industrialisation and social change in Britain, 1759–1928:
forging a new society

Option 34.2: Poverty, public health and the state in Britain, c1780–1939

Sample assessment materials for first teaching
September 2015
Sources Booklet

Paper Reference

9HI0/34

Do not return this booklet with the question paper.

Turn over ►

S47506A

©2014 Pearson Education Ltd.

1/1



PEARSON

Sources for use with Section A. Answer the question in Section A on the option for which you have been prepared.

Option 34.1: Industrialisation and social change in Britain, 1759–1928: forging a new society

Source for use with Question 1.

Source 1: From *The Diaries of Sir Daniel Gooch*. The diaries were published in 1892, three years after Gooch's death, but he had supported their publication. Gooch was a railway engineer. In 1837 he was appointed as locomotive superintendent of the Great Western Railway (GWR), a position he held until 1864. Before being employed by the GWR, Gooch had worked as an engineer at the locomotive building company in Newcastle-upon-Tyne, run by George Stephenson's son, Robert.

1847

The Gauge Act required that all future lines should be made on the narrow gauge. But the House of Lords ordered an enquiry by the Railway Commissioners of the Board of Trade as to whether it would be expedient to lay the broad gauge to Birmingham. The Railway Commissioners sent out a series of printed questions to the narrow gauge London and North-Western Company and the Great Western Company. Mr Brunel sent in his answer and I sent in mine, separately. 5

To enable me to do this satisfactorily, I felt a complete series of experiments was required, and having the authority of the GWR Board to spend what was necessary, I designed and constructed an indicator to measure and accurately record the speed the train was moving. I made a great number of experiments over a level piece of line between Bristol and Exeter, at various rates of speed and loads. They gave me very different results from those obtained by the narrow gauge engineers, which were done more by calculation than by actual experiment. 10 15

Were the whole question to be decided again, the broad gauge which is safer, cheaper, more comfortable, and attains a much higher speed than the narrow, would be the best for the national gauge. However, the proportion of already constructed broad gauge track to narrow gauge track is so small. Because of this, there is no doubt that the country must submit to a gradual displacement of the broad, and the day will come when it will cease. The fight has been of great benefit to the public; the competition of the gauges has introduced high speeds and great improvements in the engines, and was of great practical use to all those who were actively mixed up in the contest, as they were forced to think and experiment. It was not allowed to them to rest quietly on speeds of twenty to thirty miles per hour. I know it was of great value to me by the practical information I obtained in investigation. 20 25

Option 34.2: Poverty, public health and the state in Britain, c1780–1939

Source for use with Question 2.

Source 2: From Charles Booth, *Life and Labour of the People in London*, published in seventeen volumes, 1902–03.

I advocate the introduction of Old Age Pensions, contributed directly from the national purse, not so much in aid of poverty as of thrift; simplifying the problems with which the Poor Law and private charity had to deal, and making action on their part in dealing with destitution and distress more practicable and more effective. To this end the recipient of a pension must have kept in the main 5 clear of poor relief. The coming of the pension at a fixed age must be certain. Under these two fundamental conditions the expectation of the pension will surely stimulate individual effort to hold out till it comes and to add something to its meagre provision. I would make seventy the age at which a free and honourable pension should be granted to everyone who up to then had not 10 received poor relief (other than medical), and I put the amount at seven shillings per week, in place of the more generally adopted proposal of five shillings a week at sixty-five. There would be no restriction as to earnings (if at seventy any are still possible); nor as to amount of savings: the seven shillings would be in addition to whatever the recipient had or might earn, but would be drawn weekly by 15 personal application. If on this system any who did not exactly need the money, should still collect it, so much the better for maintaining the dignity of the rest.

To those who claim that it is impossible for working men to save enough for maintenance in old age, I would say that most could provide enough to eke out the earnings which are still possible between sixty and seventy. To those who 20 take their stand on sixty-five as the right pension age, with five shillings as the amount, I can only say that in my, view, seven shillings at seventy provides a more practical scheme. The cost would be substantially less, and the difficulties, both economic and administrative, very much so. Up to seventy a man would have to provide for his life; beyond that age he need not worry. The motive to 25 save up to the time of the pension and beyond it would be strong. The effect of looking forward to a pension would be the exact opposite to that of the anticipation of Poor Law relief: any claim to which must rest upon absolute destitution.

Acknowledgements

Source 2 is from www.victorianweb.org

Every effort has been made to contact copyright holders to obtain their permission for the use of copyright material. Pearson Education Ltd. will, if notified, be happy to rectify any errors or omissions and include any such rectifications in future editions.