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EDEXCEL AS AND A LEVEL HISTORY: QUESTIONS BY TOPIC

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

AS and A Level History · Paper 3 · Option 34.1

40 questions · 800 marks · Mark schemes included

Pearson Edexcel AS (8HI0) and A Level (9HI0) History, June 2016 - June 2025

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HOW TO USE THIS BOOKLET

Questions are grouped by specification sub-topic; within each sub-topic they run from the lowest mark tariff to the highest.

Click any heading or question row below to jump straight to it.

On every question page, click ANSWER in the top-right corner to jump to its mark scheme.

Diagrams, graphs, tables and data are printed exactly as they appeared in the original papers.

QUESTION	SOURCE	MARKS	PAGE
BREADTH: WORKING PATTERNS AND CONDITIONS, 1759–1928		10 questions · 200 marks	4
1. Q7	A Level Paper 3 June 2017	20	5
2. Q7	A Level Paper 3 June 2018	20	6
3. Q7	A Level Paper 3 June 2019	20	7
4. Q8	A Level Paper 3 June 2019	20	8
5. Q7	A Level Paper 3 October 2020	20	9
6. Q7	A Level Paper 3 June 2022	20	10
7. Q7	A Level Paper 3 June 2023	20	11
8. Q8	A Level Paper 3 June 2024	20	12
9. Q7	A Level Paper 3 June 2025	20	13
10. Q8	A Level Paper 3 June 2025	20	14
BREADTH: CHILDREN'S LIVES AND ATTITUDES TO CHILDHOOD, 1802–1928		6 questions · 120 marks	15
11. Q8	A Level Paper 3 June 2017	20	16
12. Q8	A Level Paper 3 June 2018	20	17
13. Q8	A Level Paper 3 October 2020	20	18
14. Q8	A Level Paper 3 June 2022	20	19
15. Q8	A Level Paper 3 June 2023	20	20
16. Q7	A Level Paper 3 June 2024	20	21
DEPTH: JOSIAH WEDGWOOD AND THE POTTERY INDUSTRY		4 questions · 80 marks	22
17. Q3	A Level Paper 3 June 2017	20	23
18. Q3	A Level Paper 3 June 2019	20	24
19. Q3	A Level Paper 3 June 2022	20	25
20. Q3	A Level Paper 3 June 2024	20	26
DEPTH: SAMUEL GREG AND QUARRY BANK MILL		6 questions · 120 marks	27
21. Q1	A Level Paper 3 June 2018	20	28
22. Q4	A Level Paper 3 June 2019	20	29
23. Q3	A Level Paper 3 October 2020	20	30
24. Q1	A Level Paper 3 June 2022	20	31
25. Q1	A Level Paper 3 June 2024	20	32
26. Q3	A Level Paper 3 June 2025	20	33
DEPTH: BRUNEL AND THE GREAT WESTERN RAILWAY		5 questions · 100 marks	34
27. Q1	A Level Paper 3 June 2017	20	35
28. Q4	A Level Paper 3 June 2018	20	37
29. Q4	A Level Paper 3 October 2020	20	38



30. Q3	A Level Paper 3	June 2023	20	39
31. Q1	A Level Paper 3	June 2025	20	40
DEPTH: STARLEY, THE SAFETY BICYCLE AND WOMEN'S INDEPENDENCE			4 questions · 80 marks	42
32. Q3	A Level Paper 3	June 2018	20	43
33. Q1	A Level Paper 3	October 2020	20	44
34. Q4	A Level Paper 3	June 2023	20	46
35. Q4	A Level Paper 3	June 2025	20	47
DEPTH: AUSTIN MOTOR COMPANY AND LONGBRIDGE, 1905–28			5 questions · 100 marks	48
36. Q4	A Level Paper 3	June 2017	20	49
37. Q1	A Level Paper 3	June 2019	20	50
38. Q4	A Level Paper 3	June 2022	20	51
39. Q1	A Level Paper 3	June 2023	20	52
40. Q4	A Level Paper 3	June 2024	20	53



QUESTIONS

40 questions · 800 marks · grouped by sub-topic, lowest tariff first



ASPECTS IN BREADTH

WORKING PATTERNS AND CONDITIONS, 1759–1928

10 questions in this sub-topic · 200 marks · lowest tariff first



-
- 7** How far do you agree that the Factory Act (1833) was the key turning point in changing working patterns and conditions in the years 1759–1928?

(Total for Question 7 = 20 marks)



- 7 'The First World War had the most significant impact on patterns of work in the years 1759–1928.'

How far do you agree with this statement?

(Total for Question 7 = 20 marks)



-
- 7** To what extent were employers responsible for the improvements in working conditions in the years 1759-1928?

(Total for Question 7 = 20 marks)



- 8 'The Triple Alliance (1919) was the most significant development in workers' unions in the years 1759-1928.'

How far do you agree with this judgement?

(Total for Question 8 = 20 marks)



-
- 7** 'The spread of electrical power in the early twentieth century had the most significant impact on working patterns and conditions in the years 1759–1928.'

How far do you agree with this statement?

(Total for Question 7 = 20 marks)



-
- 7** 'It was government legislation that had the most significant impact on working conditions in the years 1802–1928.'

How far do you agree with this statement?

(Total for Question 7 = 20 marks)



-
- 7** How far do you agree that the shift from water to steam power brought about the most significant changes in working patterns and working conditions in the years 1759–1928?

(Total for Question 7 = 20 marks)



- 8 How far do you agree that adult working conditions steadily improved in the years 1759–1928?

(Total for Question 8 = 20 marks)



-
- 7** 'Employers were more responsible than government legislation for improving the patterns of adult work and working conditions in the years 1759–1888.'

How far do you agree with this judgement?

(Total for Question 7 = 20 marks)



- 8 'In the years 1759–1928, the impact of workers' unions on the improvement of working conditions was limited.'

How far do you agree with this statement?

(Total for Question 8 = 20 marks)



ASPECTS IN BREADTH

CHILDREN'S LIVES AND ATTITUDES TO CHILDHOOD, 1802–1928

6 questions in this sub-topic · 120 marks · lowest tariff first



- 8 'Attitudes to childhood, in the years 1802–1928, changed primarily as a result of the influence of novels.'

How far do you agree with this statement?

(Total for Question 8 = 20 marks)



- 8 How accurate is it to say that the most significant development in children's lives, in the years 1759–1928, was the Education Act of 1870?

(Total for Question 8 = 20 marks)



- 8 'The contribution of Dr Barnardo was more significant than other factors in improving children's lives in the years 1802–1928.'

How far do you agree with this judgement?

(Total for Question 8 = 20 marks)



- 8 How far do you agree that improvements in education were the most significant change in children's lives in the years 1802–1918?

(Total for Question 8 = 20 marks)



- 8 How far do you agree that the Mines Act (1842) was responsible for the most significant change in the working lives of children in the years 1802–1908?

(Total for Question 8 = 20 marks)



7 'Legislation was most responsible for changing children's lives in the years 1802–1928.'

How far do you agree with this judgement?

(Total for Question 7 = 20 marks)



ASPECTS IN DEPTH

JOSIAH WEDGWOOD AND THE POTTERY INDUSTRY

4 questions in this sub-topic · 80 marks · lowest tariff first



-
- 3** How significant was the production of Wedgwood's slave medallion (1787) to the campaign for the abolition of the slave trade?

(Total for Question 3 = 20 marks)



-
- 3** 'The influence of trade from the East had the greatest impact on the success of Wedgwood.'

How far do you agree with this judgement?

(Total for Question 3 = 20 marks)



-
- 3** How far do you agree that the construction of the Trent and Mersey canal was the main reason for the success of Josiah Wedgwood's business?

(Total for Question 3 = 20 marks)



-
- 3** How accurate is it to say that Wedgwood's experimental work had the greatest impact on the development of Wedgwood's business?

(Total for Question 3 = 20 marks)



ASPECTS IN DEPTH

SAMUEL GREG AND QUARRY BANK MILL

6 questions in this sub-topic · 120 marks · lowest tariff first



Study Source 1 in the Sources Booklet before you answer this question.

- 1** Assess the value of the source for revealing the benefits of the apprentice system for the apprentices themselves and the organisation of the system at Quarry Bank Mill.

Explain your answer, using the source, the information given about its origin and your own knowledge about the historical context.

(Total for Question 1 = 20 marks)

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 Andrew Ure, *The Philosophy of Manufactures*, published 1835. Andrew Ure was one of the chief defenders of the factory system. He visited a number of factories when writing his book. Here he is describing his visit to Quarry Bank Mill.

Situated at Quarry Bank Mill is the oldest of the five establishments belonging to the great firm of Mr Greg and Sons, of Manchester, who work on one-hundredth part of all the cotton used in Great Britain. At a little distance from the factory, on a sunny slope, stands a handsome house, two stories high, built for the accommodation of the female apprentices. The female apprentices at the Quarry Bank Mill come partly from its own parish, partly from London, but mainly from the Liverpool poor-house. 5

The proprietors have engaged a man and a woman, who take care of the apprentices in every way; also a schoolmaster and a schoolmistress; and a medical practitioner. Mr Greg is in the habit of looking after the education of the boys, and Miss Greg supervises that of the girls, who are taught reading, writing, arithmetic, sewing and other domestic skills. The health of these apprentices is unequalled by that of any other class of work-people in any occupation. The medical certificate laid before the Factory Commissioners proves that deaths are only one in 150, being no more than a third of the average in Lancashire. Their ages vary from 10 to 21 years. When the girls grow up they almost always marry some of the men belonging to the factory. They often continue to work, and receive better wages than workers at other mills. 10 15

Only one or two instances have occurred in the course of 40 years, since the system was begun by Mr Greg, of any of them receiving support from the parish. The apprentices have milk-porridge for breakfast, potatoes and bacon for dinner and butcher meat on Sundays. They have bacon every day. About 550 young people of this description have passed through the mill in the course of 40 years. Mr Greg Senior says that the general state of education among the apprentices is remarkably superior to those who work on the farms. The apprentices are a good deal more fatigued and less willing to go to school after a holiday, than after the business of an ordinary day. They all attend school with regularity. 20 25

- 4 To what extent was Quarry Bank Mill significant for the development of the cotton industry in Lancashire in the years to 1816?

(Total for Question 4 = 20 marks)



-
- 3** How accurate is it to say that the French wars (1793–1815) had a negative impact upon Samuel Greg's business?

(Total for Question 3 = 20 marks)



Study Source 1 in the Sources Booklet before you answer this question.

- 1 Assess the value of the source for revealing the choice of the location of the mill at Quarry Bank and working life in the mill.

Explain your answer, using the source, the information given about its origin and your own knowledge about the historical context.

(Total for Question 1 = 20 marks)

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 Samuel Finney, *An Historical Survey of the Parish of Wilmslow*, written 1785. Quarry Bank Mill was situated very close to Wilmslow and Finney was a local resident.

Some years ago, Yorkshire woollen manufacturers moved into the Parish of Wilmslow, and introduced the spinning of woollen jersey. In the years following, the spinning wheel was in use in almost every cottage and house, including those of the farmers. There are still a great number of women and children employed in this form of manufacture but it is now in decline. 5

The success in finding hands to work the spinning jennies encouraged Mr Greg, a rich cotton manufacturer of Manchester, to erect a large building, called Quarry Bank Mill. This Mill was sited upon the River Bollin, below the junction of that River with the Handforth Water. The Mill's large water wheel is used to power the brushing and disentangling of cotton wool, and to spin it into twist for thread. About three thousand spindles are turned by this wheel; it is capable of turning many thousands more. Each week, the Mill produces one thousand pounds weight of cotton twist. About one hundred pounds weight of this is spun from the finest Brazil cotton which, when spun into thread, is worth from twenty to twenty-five shillings a pound. From this cotton they make the finest muslins, perhaps equal to the best that come from India. 10 15

There are now employed at this Mill about one hundred and fifty men, women and children, of whom the children make the majority. Most of the men are overlookers and skilled craftsmen such as joiners, smiths, turners and mechanics. They earn from ten to twelve shillings a week. The women get about five shillings, and the children, from eight years of age (for they don't take them in before), earn from one shilling and sixpence to three shillings a week. As there is plenty of water, the wheel is continually going, and the work never stops, night or day. Of course, the people who are employed in it work for shifts of twelve hours, and if any of them are so industrious as to work over-hours, they are paid for it. 20 25

The cotton yarn spun by the spinning jennies is used in weaving and is spun into calicoes for printed gowns, etc. There are about one hundred and fifty employed in this form of manufacture, in and about Wilmslow.



Study Source 1 in the Sources Booklet before you answer this question.

- 1 Assess the value of the source for revealing the treatment of child apprentices in the workforce at Quarry Bank Mill and their living conditions.

Explain your answer, using the source, the information given about its origin and your own knowledge about the historical context.

(Total for Question 1 = 20 marks)

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 Joseph Sefton's testimony, given under oath in London, having deserted the service of Samuel Greg to whom he was an apprentice, 1806. Sefton was 16 years old at the time of the testimony.

We went to Styal as apprentices and were employed in the cotton mills of Samuel Greg. I was employed first to replace the bobbins. Later, I was used to oil the machinery every morning and I liked my employment very well. I was obliged to make overtime every night, but I did not like this, as I wanted to learn my book. We used to attend school once a week, 8 at a time, and all of us together on Sundays. I wanted to go more than twice a week, but the mill manager would not let me go as the machinery needed mending. I have no reason to complain to my master, Mr Greg, nor the manager who oversees the work. 5

There were 42 boy and more girl apprentices, and we lodged in the house near the mill under the care of Richard Sims and his wife. The boys slept on one side of the house and the girls the other. The girls all slept in one room, and the boys in three. Our rooms were very clean with floors frequently washed. We had clean shirts every Sunday and new clothes for church once in two years. Some did not have new jackets last summer, but they were making new ones when I came away. On Sundays, we went to church in the morning and school in the afternoon; afterwards we had time to play. We had boiled pork and potatoes for dinner on Sundays, and vegetables. We had only water to drink, although when we were ill, we were allowed tea. 10 15

I came away because I wished to see my mother. I had asked Mr Greg for one month's leave, and he refused me. So, I set off without his consent about six weeks ago, with my friend, Thomas Prentice. We walked all the way to London, and it took a week. I had one shilling when we set out; we slept in barns and did not spend much each day. The shilling I had was from my overtime. I was paid 2d* a week for the 9 hours I worked. The money that apprentices get for overtime is written in a book. They are only given a little of it, the rest is saved until they finish their time as an apprentice. 20 25

*2d – 2 pence. There were 12 pence in one shilling



-
- 3** How accurate is it to say that the apprentice system at Quarry Bank Mill was of major benefit to both Samuel Greg and the apprentices?

(Total for Question 3 = 20 marks)



ASPECTS IN DEPTH

BRUNEL AND THE GREAT WESTERN RAILWAY

5 questions in this sub-topic · 100 marks · lowest tariff first



new source,

Study Source 1 in the Sources Booklet before you answer this question.

- 1 Assess the value of the source for revealing the design of Brunel's prefabricated hospital (1855) and the challenges he faced in building it.

Explain your answer, using the source, the information given about its origin and your own knowledge about the historical context.

(Total for Question 1 = 20 marks)



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 correspondence written by Isambard Kingdom Brunel to the deputy Secretary at the War Office, Mr Hawes, September 1855. Here he is writing about the prefabricated hospital to be built in the Crimea.

Sir,

The whole hospital will consist of a number of separate buildings, each sufficiently large to be constructed economically, but otherwise small and compact enough to be easily placed on ground with a slope. These separate buildings have been made all of the same size and shape. 5

Each building, except those designed for stores and general purposes, is made to contain in itself all that is absolutely essential for an independent hospital ward-room; so that, by the lengthening of the corridors, and the addition of any number of these buildings, the hospital may be extended to any degree. The ward-room is made wide enough and high enough to ensure a good space of air to each bed, even if these wards should be unduly crowded. Each building contains two ward-rooms, intended for twenty-six beds each. 10

By letters received from Turkey it appears that instructions have been given not to proceed with one of the two platforms which I had directed to be constructed for the landing of stores and particularly for the future landing of patients. A few words will explain the purpose of this second platform - indeed I can assure the War Office that no needless expense shall be incurred. The means of landing conveniently in all weathers was made by me one of the important conditions of a good site. The platform which would generally be in smooth water during the summer will very frequently be quite inaccessible during the winter. 15 20

I have also had reports that it is impossible to obtain sufficient means of transport by means of native carts and men for carrying the materials from the shore to the sites. Reports also state that the materials which are already crowding the shore will suffer. My suggestion is that we should send about 30 tons of light rails and a few trucks or trollies. The cost of these rails and the trucks and other small work would not exceed £500. 25

I am, Sir, Your obedient Servant

Isambard Kingdom Brunel



- 4 To what extent did the work of Brunel succeed in expanding passenger travel in the years 1833–59?

(Total for Question 4 = 20 marks)



- 4 How far do you agree that Brunel's rail and engineering projects were remarkably successful?

(Total for Question 4 = 20 marks)



-
- 3** 'Problems caused by differences in gauge were the main reason why the narrower gauge won the "battle of the gauges"'

How far do you agree with this statement?

(Total for Question 3 = 20 marks)



new source,

Study Source 1 in the Sources Booklet before you answer this question.

- 1 Assess the value of the source for revealing the strengths in the design of the Great Western Railway and the difficulties in building the Great Western Railway.

Explain your answer, using the source, the information given about its origin and your own knowledge about the historical context.

(Total for Question 1 = 20 marks)



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 a report written by Brunel to the Board of Directors of the Great Western Railway Company, August 1838. Here he is providing the Directors with an update during the construction of the railway.

Gentleman – I am anxious to record more fully than I have previously done my views and opinions on the formation and the working of our line. In fairness to myself, and to these plans, it is necessary that I enter fully into a description of the circumstances, and the numerous difficulties created by this particular railway. Indeed, this report will enable others to arrive at an appropriate conclusion. 5

On this railway, we have been able to benefit from unusually favourable gradients and curves. The line is almost level for more than fifty miles out of London, without any troublesome curves. For the whole distance to Bristol, it has excellent gradients. Unusually high speed might easily be attained. The very large amount of passenger traffic that such a line will certainly achieve will ensure a good financial return because of these advantages. Because of this, I have paid every possible attention to the improvement of the line as was originally set out in the parliamentary plans. In order to attain a high speed, the question of the width of gauge must be considered. On this point, I expressed my opinion at a very early stage. 10 15

Every argument presented then, and every calculation made, suggested adopting a gauge of about 7 feet on the Great Western Railway. All these arguments were advanced by me in my first Report to you, and the subject was well considered. The Great Western Railway, and other principal railways likely to extend beyond it, do not connect with other railways. This has left us free from any specified dimension. The 7 feet gauge was ultimately decided upon. Many objections have still been raised. These objections include that the original cost of construction of all the works connected with the development of the line would greatly increase. These critics have assumed that an increased gauge would necessarily involve an increase in the width of land needed to be purchased, and in the dimensions of bridges and tunnels. However, the increased dimensions of land required from 10 to 12 feet will not cause any average increased expense in either the construction of the railway or the purchase of land. It will only result in an increased cost of seven to eight per cent, which will be covered by the surplus originally planned for in my Report in 1835. 20 25 30

ASPECTS IN DEPTH

STARLEY, THE SAFETY BICYCLE AND WOMEN'S INDEPENDENCE

4 questions in this sub-topic · 80 marks · lowest tariff first



-
- 3** How significant was the safety bicycle in increasing the independence of women in the years 1885–1901?

(Total for Question 3 = 20 marks)



new safety,

Study Source 1 in the Sources Booklet before you answer this question.

- 1 Assess the value of the source for revealing the benefits of women's cycling and attitudes towards women.

Explain your answer, using the source, the information given about its origin and your own knowledge about the historical context.

(Total for Question 1 = 20 marks)



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 'Should Women Cycle?' *Hearth and Home* magazine, 19 March 1896. *Hearth and Home* was published weekly with a predominantly female readership.

Thinking that our readers would like to know the views of people of authority on the question, 'Should women cycle?', we sent letters to leading members of the Church, the Armed Forces and the House of Commons, asking their opinions.

Colonel Welby, M.P.:

5

'It seems to me that in country districts, and where women have a long way to their work, cycling is an exercise, both cheap and invigorating. However, when ladies in London parade on their bicycles they want to look smart and attractive. I often think that they would go straightaway home, and never ride a cycle again, if mirrors were arranged so that they could see the very ungraceful and inelegant position which cycle-riding entails.'

10

The Bishop of Bath and Wells:

'I think cycling is good for the health, good for the temper, and a good kind of amusement for men, women and children; but its practice by women should not be with a view to racing, nor in unfeminine dress, and never with disregard to the rules of the road.'

15

A leading churchman from Salisbury:

'I cannot say I entirely disapprove of what may be a necessity almost for some who cannot drive or walk, but I think caution as to the effect on health is highly desirable. That "cycling" in large towns is hardly possible from the fear of accidents, as we have seen. But, wherever practised, I condemn the possibility of the adaptation of any dress not entirely feminine. It seems to me that we are in danger of a fashion for male attire on the part of ladies, which may damage the true position of women in the world.'

20

A military officer:

25

'Cycling is a very desirable accomplishment for women, so long as not carried to extreme limits. Women often appear to their advantage on bicycles, and can sit up gracefully on the saddle. Women, who have for years been restricted to a radius from two to three miles, can now extend this area to a radius of eight to ten miles. Bicycling has placed poor women on an equal footing with rich ones in getting fresh air and exercise and seeing new scenery. Bicycling will add to a new interest to life, and bring God's lovely earth to the doors of thousands of women in poor circumstances who would otherwise see nothing but streets and squalor each day.'

30



Q4

4 To what extent was J K Starley responsible for the success of the safety bicycle?

(Total for Question 4 = 20 marks)



Q4

4 'The female bicycling craze did little to enable greater independence for women.'

How far do you agree with this statement?

(Total for Question 4 = 20 marks)



ASPECTS IN DEPTH

AUSTIN MOTOR COMPANY AND LONGBRIDGE, 1905–28

5 questions in this sub-topic · 100 marks · lowest tariff first



- 4 To what extent did the Austin Motor Company adapt to market forces at the Longbridge works in the years 1905–28?

(Total for Question 4 = 20 marks)



Study Source 1 in the Sources Booklet before you answer this question.

- 1 Assess the value of the source for revealing the marketing strategies used by the Austin Motor Company and the success of the company in the early twentieth century.

Explain your answer, using the source, the information given about its origin and your own knowledge about the historical context.

(Total for Question 1 = 20 marks)

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 an article in *The Times* newspaper, 9 February 1914. The Austin Motor Company had invited journalists to review the new Austin car.

The Austin Motor Company has seen remarkable growth in home and export sales, which in six years, have reached a volume five times as great as in 1907. The Austin Motor Company is one of the most striking examples of the rapid growth of businesses. It is producing high-grade motor cars to meet the constantly increasing demand in all parts of the world. The turnover of the company has increased from £85000 in 1907 to £425641 in 1913. So great is the market which the company has developed that its factories, even with constant enlargements and additions, have not been able to cope with it fully. The growth of the company's business is due wholly to the merits of the car and the satisfaction it has given to its purchasers. The example of the clients and their recommendations have enabled the Austin car to increase its sales steadily against the competition of cars which are heavily advertised by other companies. In the first nine weeks of the current financial year, orders were received for nearly twice as many as in the corresponding period last year.

The Austin car has many characteristics not found in other cars, improvements which have been invented and perfected in the Austin factories. These are exemplified in the Austin cars which were shown at the last Motor Exhibition. The London Sales Room near Marble Arch is convenient for the many customers of the company in Mayfair. Here there is also a clients' smoking room and the chauffeurs' club room. The clients' rooms, which extend across the entire front of the building, are furnished and decorated in much the same style as the lounge in a modern gentlemen's club. The walls are panelled in oak, the furniture is of pleasing old design and the floors are laid with handsome rugs. The chauffeurs' room is furnished with billiard and reading tables and with every comfort and well-being for the men. There are salesrooms in Manchester and Norwich, though not as large, which are furnished with a similar dignity.

Among the purchasers of the Austin cars have been Grand Dukes and Duchesses, Indian royalty and members of the Spanish Government.



- 4 'The First World War had a positive impact on the Austin Motor Company in the years 1914–18.'

How far do you agree with this statement?

(Total for Question 4 = 20 marks)



Study Source 1 in the Sources Booklet before you answer this question.

- 1 Assess the value of the source for revealing the development of the site at Longbridge and the production methods at Longbridge.

Explain your answer, using the source, the information given about its origin and your own knowledge about the historical context.

(Total for Question 1 = 20 marks)

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 Times* newspaper, October 1912. *The Times* was a national newspaper that had mainly a middle-class and upper-class readership.

Founded six years ago on a site at Northfield, eight miles from Birmingham, the Longbridge works of the Austin Motor Company now gives employment to some 1,800 workpeople. The founder of the business, Mr Herbert Austin, had constructed one of the first motor cars ever built in this country. During the first year, 50 people were employed and about a dozen cars produced. From this small beginning the progress has been such that the output has now risen to over 1,000 cars a year. Workshops now cover almost all of the last available space of the company's huge site. 5

As suitable tools cannot be purchased elsewhere, the Austin Company has built a factory to supply a machine workshop with its own specially designed tools. The main workshop is systematically laid out with a wide range of tools. Another feature of Austin car construction is revealed by a machine engaged solely on the work of cutting the series of six trays with which all wheels are secured. The company has also installed a series of automatic tools of various descriptions, which entirely shape a great number of the smaller parts of the car almost without supervision. Among them are several new tools designed by Mr Austin. 10 15

From the tool workshops all the work passes to the viewing rooms, where every part is critically examined before being accepted for storage and use. Similar care is given on the assembling and testing of the cars themselves. A detailed record is kept showing the progress of each chassis through the workshops until it has been finally tested and handed over to the finishing department. 20

The bodies for the cars are also built at Longbridge. Since timber requires to be carefully kept in dry, well-ventilated stores for several years before it is cut up for use, the company carries a large stock valued at £10,000. This is kept in a huge warehouse, and timber is stored for at least two years before use. Metal panels for the bodies are worked into shape; this work is done almost entirely by hand and calls for special skill. 25

...

4 'Austin failed to respond successfully to market forces in the years 1905–18.'

How far do you agree with this statement?

(Total for Question 4 = 20 marks)



MARK SCHEMES

official Pearson Edexcel mark schemes



Question	Indicative content
7	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the accuracy of the statement that the Factory Act (1833) was the key turning point in changing working patterns and conditions in the years 1759-1928. Arguments and evidence supporting the statement that the Factory Act (1833) was the key turning point should be analysed and evaluated. Relevant points may include: • The working pattern of children changed considerably with those under 9 banned from work, 9-14 year olds restricted to 8 hours work a day with 2 hours at school and 14-18 year olds were restricted to 12 hour days • The Act introduced a somewhat fairer work schedule for children with recognition of children's rights as labourers and suggested the importance of some education shifting the balance between work and education • The Act gave powers for use of inspectors with the establishment of a professional factory Inspectorate to ensure compliance through the use of fines • The 1833 Act had measures of enforcement unlike earlier acts • The Factory Act represented the emergence of effective factory legislation; c60% of factory workers were children before 1833, by 1900 this had reduced to c14% • Subsequent factory legislation built on the principles established by the 1833 act. Arguments and evidence supporting the statement that the Factory Act (1833) was not the key turning point and/ or that other developments were more significant should be analysed and evaluated. Relevant points may include: • In the late 18th century the shift from the home to the factory as a workplace and from agricultural labour to industrial labour changed the nature of working conditions fundamentally • The 1802 Factory Act had changed working patterns by preventing apprentices under 21 from working at night • Some factory owners e.g. Robert Owen took responsibility for their workers without regulation, providing schools, doctors and accommodation • Inspectors' reports show that children still worked after the hours dictated by the act so the 1878 Factory Act introduced rules on safety, ventilation and mealtimes and ordered that no child under 10 was to be employed • Workers' associations, trade unions (from 1851) and unskilled unions (e.g. Matchgirls' strike 1888) had a more significant impact on changing working patterns • The First World War changed many working conditions in factories by encouraging a female workforce and allowing the dilution of labour • In the 1920s the increasing use of electrical power led to cleaner factories and improved working conditions. Other relevant material must be credited.

Question	Indicative content
7	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the accuracy of the statement that the First World War had the most significant impact on patterns of work in the years 1759–1928. Arguments and evidence supporting the statement that the First World War had the most significant impact on patterns of work should be analysed and evaluated. Relevant points may include: • The development of a female workforce outside the home in new industries transformed the workplace • Women adopted a variety of new roles during the First World War, e.g. ambulance drivers and bus conductors • Working hours were transformed as a result of the war, e.g. British Summer Time was introduced in May 1916 • The workplace became increasingly unionised • In some areas women's pay increased and the principle of equal pay was considered following the strike of August 1918. Arguments and evidence supporting the statement that the First World War did not have the most significant impact on patterns of work and/or that other developments were more significant should be analysed and evaluated. Relevant points may include: • Many of the roles adopted by women during First World War, e.g. munitions work, were temporary and they were replaced by men after the war • Technology had a significant impact on the nature of the workplace, for example the move from water-powered to steam-powered factories in the late 18th century, and from steam to electricity in the early 20th century • The impact of government legislation, e.g. the Factory Act 1833, on working conditions and the nature of the workplace • The work of philanthropic factory owners, e.g. Titus Salt and George Cadbury provided improved working conditions that had a significant impact on the workplace. Other relevant material must be credited.

Question	Indicative content
7	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement on whether employers were responsible for the improvements in working conditions in the years 1759-1928. Arguments and evidence that employers were responsible for the improvements in working conditions in the years 1759-1928 should be analysed and evaluated. Relevant points may include: • During the period, ideas that employees had value and the workforce should be protected and nurtured became more prevalent • Robert Owen in New Lanark from 1800 made efforts to improve working conditions and education for child labourers • The work of philanthropic factory owners, e.g. Titus Salt at Saltaire in 1848, provided exemplar working conditions for others to follow • Rylands in Manchester improved the wider lives of his employees by funding orphanages, alms houses and chapels in the 1870s and 1880s • Cadbury created Bourneville in 1879, which aimed to provide a cleaner, healthier environment for his employees, which continued to have an effect into the early years of the twentieth century. Arguments and evidence that employers were not responsible for the improvements in working conditions in the years 1759-1928 and/or that other developments were more important should be analysed and evaluated. Relevant points may include: • Although there were employers who did make efforts to improve working conditions, these were not adopted universally by all employers • The move from cottage industry to the factory system allowed for the regulation and monitoring of working conditions, e.g. the Factory Act (1833) on working conditions legislated for improvements • Workers' unions campaigned effectively for improvements in working conditions, e.g. The Miners' Federation of Great Britain campaigned for an eight-hour day • Non-unionised groups were able to influence improvements in working conditions, e.g. the impact of the matchgirls' strike in 1888 • The requirements of the First World War changed many working conditions for women, with accommodation provided for single women and the introduction of nurseries at munitions factories. Other relevant material must be credited.



Question	Indicative content
8	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement as to whether the Triple Alliance was the key turning point in the development in workers' unions in the years 1759-1928. Arguments and evidence that the Triple Alliance (1919) was the most significant development of workers' unions in the years 1759-1928 should be analysed and evaluated. Relevant points may include: • The Triple Alliance of miners, railwaymen and transport workers in 1919 created a potentially stronger combination to bring about change to working conditions than, e.g., the matchgirls' strike • The impressive coordination of unions that occurred with the Triple Alliance meant that they had significant potential might to wield • The alliance was not an emergency measure but the result of two years of negotiation and its potential was demonstrated when a proposed joint strike in June 1925 was prevented only by a government subsidy of miners' wages • The radicalism of the Triple Alliance marked a shift in the methods of unions creating greater political as well as industrial influence. Arguments and evidence that the Triple Alliance was not the most significant development of workers' unions and/or that other factors were more significant in the years 1759-1928 should be analysed and evaluated. Relevant points may include: • The timing of the Alliance limited its impact --the depression of 1920 onwards meant that it was less effective • Pre-1799 workers' combinations could be seen as more significant as they were the forerunners of later unions, focusing on the fixing of wages, the enforcement of contracts and proper arrangements for apprentices • The development of general unions in the 1830s • The new model unions, which developed from 1851 for skilled workers, extended the process of unionisation of workers and so could be seen as more significant • The formal legalisation of trade unions with Gladstone's Act (1871) and the legalisation of picketing with Disraeli's Act (1875) • The London dock strike of 1889 led directly to the formation of the General Labourers' Union for unskilled workers, the first large-scale successful union. Other relevant material must be credited.

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



Question	Indicative content
7	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the accuracy of the statement that the spread of electrical power in the early twentieth century had the most significant impact on working patterns and conditions in the years 1759-1928. Arguments and evidence supporting the statement that the spread of electrical power in the early twentieth century had the most significant impact on working patterns and conditions in the years 1759-1928 should be analysed and evaluated. Relevant points may include: • The introduction of electrical power impacted profoundly on both the economy and on working lives, radically changing the nature of work as around the clock shift work was made possible due to better lighting and electricity • The spread of electricity allowed for increased automation in the workplace and was the most significant development in machinery • From the 1890s the introduction of electrical generators in factories saw a 30% increase in productivity • Demand meant a second central power station was commissioned only three years after the first opened in 1901, showing that the adoption of electrical power was widespread in factories and workplaces • By 1928 most industrial centres had converted to the use of electricity • The spread of electricity also created employment opportunities in electrical supply industries. Arguments and evidence supporting the statement that other factors, not the spread of electrical power in the early twentieth century, had the most significant impact on working patterns and conditions in the years 1759-1928 should be analysed and evaluated. Relevant points may include: • In the late 18th century the shift from the home to the factory as a workplace and from agricultural labour to industrial labour changed the nature of working conditions fundamentally • The impact of government legislation, e.g. the 1802 Factory Act, had changed working patterns by preventing apprentices under 21 from working at night, the Factory Act 1833 legislated for improvements in working conditions • The work of philanthropic factory owners (e.g. Titus Salt at Saltaire in 1848) provided exemplar working conditions for others to follow • Workers' associations, trade unions (from 1851) and unskilled unions (e.g. the Matchgirls' strike 1888) had a more significant impact on



	changing working patterns and conditions • The development of a female workforce outside the home during the First World War transformed the workplace. Other relevant material must be credited.
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Question	Indicative content
7	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the accuracy of the statement that it was government legislation that had the most significant impact on working conditions in the years 1802-1928. Arguments and evidence supporting the statement that it was government legislation that had the most significant impact on working conditions in the years 1802-1928 should be analysed and evaluated. Relevant points may include: • Throughout the nineteenth century, government legislated to regulate the conditions of industrial employment, e.g. the 1802 Factory Act had changed working patterns by improving conditions for apprentices • The 1833 Factory Act legislated for improvements in working conditions, restricting the working hours of children and establishing a professional Factory Inspectorate • The Mines and Collieries Act (1842) prevented women and girls from working underground, and introduced a minimum age of ten for boys working underground • The 1867 Factory Act extended the existing legislation to the working conditions of labouring people throughout the country, which had a significant impact on working conditions nationally • The 1878 Factory Act introduced rules on safety, ventilation and mealtimes, ordering that no child under ten should be employed; this had a clear impact on the working environment. Arguments and evidence that contradict the proposition should be analysed and evaluated. Relevant points may include: • Trade unions (from 1851) and unskilled unions (e.g. the Matchgirls' strike 1888) had a more significant impact on changing working conditions by agitating for improvements • The work of philanthropic factory owners (e.g. Titus Salt and George Cadbury) provided improved working conditions that had a significant impact on the workplace • The shift from water power to steam power had a significant impact on working conditions, as steam powered machines could work continuously and did the work of many men and women • The introduction of electrical power radically changed the nature of work as around-the-clock shift work was made possible due to better lighting and electricity changing the conditions of work • The requirements of the First World War changed many working conditions for women, with accommodation provided for single women and the introduction of nurseries at munitions factories.



	Other relevant material must be credited.
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Question	Indicative content
7	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the accuracy of the statement that the shift from water to steam power brought about the most significant changes in working patterns and working conditions in the years 1759–1928. Arguments and evidence supporting the statement the shift from water to steam power brought about the most significant changes in working patterns and working conditions in the years 1759–1928 should be analysed and evaluated. Relevant points may include: • Boulton and Watt led Britain into new working patterns from the 1770s, which led to intensification of the factory system due to the heavy capital costs, requiring workers to work around the clock to repay this investment • Steam engines gave greater freedom to manufacturing interests. Steam powered machines meant that the location of factories and mills was less geographically restricted • There was a significant increase in industrial output. Towns and cities grew up around the factories and mills as people moved there to find work • The shift from water to steam power, in the late 18th century, acted as a stimulus to the mining of coal and the manufacture of iron, which transformed the working patterns and conditions of the country • Steam power, compared with waterpower, meant that machines could work more continuously and necessitated a significant shift in working patterns and conditions. Arguments and evidence that challenge the proposition should be analysed and evaluated. Relevant points may include: • Government legislation changed working patterns and conditions, e.g. the 1802 Factory Act, changed working patterns by preventing apprentices under 21 from working at night • The work of philanthropic factory owners (e.g. Titus Salt and George Cadbury) provided improved working conditions that had a significant impact on the workplace • The introduction of electrical power, in the early 20th century, profoundly impacted working lives, radically changing the nature of work with around the clock shift work made possible due to better lighting and electricity • Trade unions (from 1851) had a significant impact on changing working patterns and conditions by campaigning for improvements in conditions • The development of a female workforce outside the home during the First World War transformed the workplace. Other relevant material must be credited.



Question	Indicative content
8	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the accuracy of the statement that adult working conditions steadily improved in the years 1759–1928. Arguments and evidence supporting the statement that adult working conditions steadily improved in the years 1759–1928 should be analysed and evaluated. Relevant points may include: • Pre-1799 workers' associations successfully agitated for improvements in working conditions, focussing on the fixing of wages and the enforcement of contracts • Robert Owen in New Lanark, from 1800, made efforts to improve working conditions, providing doctors and accommodation. He also set up the Grand National Consolidated Trades Union in 1834 to support his workers • Philanthropic factory owners, e.g. Titus Salt at Saltaire in 1848, provided exemplar working conditions for others to follow • Legislation steadily introduced improvements in working conditions, e.g. the 1878 Factory Act introduced rules on safety and ventilation • The Workmen's Compensation Act (1897) provided limited compensation for accidents in the workplace. Arguments and evidence that challenge the proposition should be analysed and evaluated. Relevant points may include: • Not all employers made the same efforts to improve working conditions throughout the period so, for many adults, working conditions did not improve • For many, working in a factory or industrial environment was more dangerous than working at home, meaning that their working conditions declined at the start of this period • A lack of infrastructure meant legislation had a limited impact and could not always be enforced, e.g. the Mines Act (1842), lacked sufficient inspectors to ensure women were no longer working underground • Working conditions for some unskilled workers had still not improved by the end of the nineteenth century. The matchgirls' strike (1888) was in response to poor conditions and the impact of working on workers' health • Despite improvements in working conditions for female workers introduced during the First World War, these did not extend beyond the War, e.g. the introduction of nurseries at munitions factories • Workers' unions continued to have to campaign for improvements in working conditions, as shown by the formation of the Transport and General Workers' Union in 1922. Other relevant material must be credited.

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



Question	Indicative content
7	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the accuracy of the statement that employers were more responsible than government legislation for improving the patterns of adult work and working conditions in the years 1759–1888. Arguments and evidence supporting the statement that employers were more responsible than government legislation for improving the patterns of adult work and working conditions in the years 1759–1888 should be analysed and evaluated. Relevant points may include: • Many employers recognised that employees had value and that the workforce should be protected and nurtured, e.g. Richard Arkwright at Cromford Mill in Derbyshire • Robert Owen, in New Lanark from 1800, made efforts to improve working conditions and education for all labourers • The work of philanthropic factory owners, e.g. Titus Salt at Saltaire in 1848, provided exemplar working conditions for others to follow • In Manchester, Rylands improved the wider lives of his employees by funding orphanages and chapels in the 1870s and 1880s • Cadbury created Bourneville in 1879, which aimed to provide a cleaner, healthier environment for his employees. Arguments and evidence that counter the proposition should be analysed and evaluated. Relevant points may include: • Government legislation was necessary due to poor working environments e.g. at Litton Mill, built in 1782, and the Bryant and May factory in the 1880s • In 1831, the Truck Act improved working conditions by legislating that wages should be paid in coins • The 1833 Factory Act legislated for improvements in working conditions, by establishing a professional Factory Inspectorate • The Mines and Collieries Act (1842) prevented women from working underground • The 1867 Factory Act extended the existing legislation to the working conditions of labouring people throughout the country, which had a significant impact on working conditions nationally • The 1878 Factory Act introduced rules on safety, ventilation and mealtimes; this had a clear impact on patterns of adult work. Other relevant material must be credited.

Question	Indicative content
8	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the accuracy of the statement that, in the years 1759–1928, the impact of workers' unions on the improvement of working conditions was limited. Arguments and evidence supporting the statement that, in the years 1759–1928, the impact of workers' unions on the improvement of working conditions was limited should be analysed and evaluated. Relevant points may include: • The Combination Act (1799), the use of 'the Document' signed by employees against strikes, and the focus of associations on single, skilled trades meant the effectiveness of the workers' associations was limited • The Grand National Consolidated Trades Union (1834) was ineffective in achieving its aims • Working conditions for unskilled workers had still not significantly improved by the end of the nineteenth century; the focus of the new model trade unions was on skilled trades • Pre 1914, a minority of workers was unionised The timing of the Triple Alliance (1919) limited its impact, in part due to post war patriotism, and the depression of 1920 onwards meant that it was less effective. Arguments and evidence that counter the proposition should be analysed and evaluated. Relevant points may include: • Pre-1799 workers' associations were significant as they were the forerunners of later unions, focussing on the fixing of wages and the enforcement of contracts • Successful negotiations were achieved by the new model unions, e.g. to restrict the number of apprentices entering a range of skilled occupations preserving the scarcity value of skill sets, and to reduce their hours of work • The New Unionism of the 1880s, enabling unskilled workers to become unionised, e.g. the Dockers Union in 1889, which achieved an increase in pay and four hours' continuous work at a time • In 1910, the National Federation of Women Workers successfully agitated for a minimum wage for women, e.g. this was achieved first for domestic chainmakers, which allowed for improvements in their working conditions. Other relevant material must be credited.

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



Question	Indicative content
8	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement whether attitudes to childhood changed primarily as a result of the influence of novels in the years 1802-1928. Arguments and evidence supporting the statement attitudes to childhood changed primarily as a result of the influence of novels should be analysed and evaluated. Relevant points may include: • Writers were able to reach a wider public than just the intellectual elite due to the publication of novels in periodicals • In the nineteenth century there was a shift in perceptions of childhood in novels from a precarious state where children needed instruction, to one where children were perceived positively as innocent and morally good • There was a widespread literary response to child labour, especially the employment of very young children. Novels reacted against the experiences of these children e.g. Kingsley's <i>Water Babies</i> (1863) • Novels constructed and celebrated childhood, rather than viewing it as a phase to be rushed through, and this cult of childhood reached its height in Barrie's <i>Peter Pan</i> (1911) • As the most popular author of Victorian era, Dickens' views carried weight and influence - <i>A Christmas Carol</i> (1843) demanded that the plight of the poor must be acknowledged • These novels exposed suffering of child workers and issue of poverty to the literate middle classes. Arguments and evidence countering the statement that attitudes to childhood changed primarily as a result of the influence of novels should be analysed and evaluated. Relevant points may include: • An inconsistent attitude towards children remained throughout the period • Legislation had a more fundamental impact on attitudes towards childhood as the Government grew increasingly concerned about economic exploitation of children e.g. the Factory Acts of 1802 and 1833 • The Education Acts of 1870 and 1880 had a highly significant impact on attitudes to childhood • Child labour was not outlawed completely for children under ten until 1878 • The impact of pioneering figures, such as the work of Henry Mayhew (1812 - 1887) and Dr Thomas John Barnardo (1845 - 1905) who also played a role in changing attitudes to childhood • The role of the Foundling Hospital, with which Dickens had close connections, changed attitudes to children • Many people, e.g. Prince Albert, continued to feel that working class children were part of the economic output of the family. Other relevant material must be credited.

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



Question	Indicative content
8	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement whether the Education Act of 1870 was the most significant development in children's lives in the years 1759–1928. Arguments and evidence supporting the statement that the Education Act of 1870 was the most significant development in children's lives should be analysed and evaluated. Relevant points may include: • For the first time an Education Act legislated that a school place should be provided for all children aged 5–13 • School Boards were given powers to make attendance at school compulsory • The Education Act formalised the provision of education and brought it under the orbit of government legislation • 4000 schools were opened in urban areas between 1870 and 1880. Arguments and evidence countering the statement that the Education Act was the most development in children's lives and/or that other initiatives were more significant should be analysed and evaluated. Relevant points may include: • The Education Act of 1870 did not provide adequate funding for schools and did not make education compulsory; it was extended and developed by subsequent acts, e.g. Fisher in the 1918 Education Act • Sunday schools were established in the 1780s to develop the moral and social wellbeing of children • Consideration of health and wellbeing of children, e.g. Factory Act 1802, which gave apprentices two sets of clothing • Restrictions on child labour and working hours improved children's lives, e.g. Factory Acts of 1833, 1844 and 1867 • The Children's Act of 1908 was a significant development in safeguarding children in the home. Other relevant material must be credited.

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



Question	Indicative content
8	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the accuracy of the statement that the contribution of Dr Barnardo was more significant than other factors in improving children's lives in the years 1802-1928. Arguments and evidence supporting the statement that the contribution of Dr Barnardo was more significant than other factors in improving children's lives in the years 1802-1928 should be analysed and evaluated. Relevant points may include: • Dr Thomas John Barnardo (1845-1905) played a significant role in improving children's lives and opened the Barnardo Ragged school in 1867 • Barnardo opened a shelter for destitute children in East London in 1870 and by 1877 had 12 across the capital, which attempted to address child poverty • Barnardo successfully attained backers for his projects showing a growing interest in improving children's lives • By Barnardo's death, 92 care homes had been established with c8500 children in his care. Arguments and evidence supporting the statement that other factors, not Dr Barnardo, made the most improvements to children's lives in the years 1802-1928, should be analysed and evaluated. Relevant points may include: • Robert Owen (1771-1858) in New Lanark, from c1800, made efforts to improve working conditions and education for child labourers – the working day was shortened to 12 hours including breaks • Legislation had a more fundamental impact on children's lives as the Government grew increasingly concerned about economic exploitation of children, e.g. the Factory Acts of 1802 and 1833 • The Education Acts of 1870 and 1918 had a highly significant impact on childhood • Novels (e.g. Oliver Twist in 1837) exposed the suffering of child workers and the issue of poverty to the literate middle classes • The government took responsibility for the safeguarding of children's lives by the end of the period with the Children's Act of 1908. Other relevant material must be credited.

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



Question	Indicative content
8	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the extent to which improvements in education were the most significant change in children's lives in the years 1802-1918. Arguments and evidence supporting the statement that improvements in education significantly changed children's lives in the years 1802-1918 should be analysed and evaluated. Relevant points may include: • A commitment to education was part of the 1833 Factory Act, which legislated for two hours of schooling a day for those aged 9-13 years old. This marked the start of a shift in children's lives from work to education • For the first time, the 1870 Education Act legislated that education should be provided for all children aged 5-13 years old and this imposed new structures upon children's lives • The 1880 Education Act made attendance at school compulsory for children aged 5-10 years old and marked a clear development in the concept of childhood as a time for nurture rather than work • The 1893 Education Act raised the compulsory school leaving age to 13, and, in the same year, established special schools for blind and deaf children, a progressive move ensuring education for all children • In 1918, the school leaving age was raised to 14, a further extension of the period of childhood. Arguments and evidence contradict the proposition should be analysed and evaluated. Relevant points may include: • Education was only really a significant feature in children's lives from the second half of 19th century onwards • Consideration of the health and wellbeing of children was a clear improvement in children's lives, e.g. the Factory Act of 1802, which gave apprentices two sets of clothing • The government grew increasingly concerned about economic exploitation of children, e.g. the Factory Acts of 1802 and 1833, and this concern had a more significant impact on children's lives • Restrictions on child labour and working hours more significantly improved children's lives, e.g. Factory Acts of 1844 and 1867 • Dr Barnardo (1845-1905) played a significant role in improving children's lives, opening shelters for destitute children across the capital, which attempted to address child poverty • The government took responsibility for the safeguarding of children's lives by the end of the period with the Children's Act of 1908.



	Other relevant material must be credited.
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Option 34.2: Poverty, public health and the state in Britain, c1780–1939



Question	Indicative content
8	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about whether the Mines Act (1842) was responsible for the most significant change in the working lives of children in the years 1802-1908. Arguments and evidence supporting the statement that the Mines Act (1842) was responsible for the most significant change in the working lives of children in the years 1802-1908 should be analysed and evaluated. Relevant points may include: • The Mines Act of 1842 significantly changed the working lives of children by ensuring that no child under ten worked underground and no older girls could work underground at all • The Act was a significant step in improving the working lives of children by restricting the age at which children could start work • The Act stated that no one under the age of 15 was allowed to be in charge of machinery, which improved the safety of children in the mines • The Act demanded that inspections be carried out underground to ensure that the working conditions of children met the required standard and to confirm that no young children continued to be employed • The Act had a significant impact on the employment of children in South Wales and Northern England where mining was a very significant industry. Arguments and evidence that challenge the proposition should be analysed and evaluated. Relevant points may include: • Children continued to work in mines after the 1842 Act with boys over 10 still used. The lower age limit for boys was only raised to 12 in 1872 and 13 in 1903 • The Factory Act (1802) legislated to improve the lives of child workers, ensuring a shorter working day and improved working conditions • The Agricultural Gangs Act (1867) significantly changed children's working lives by stating that no child under 8 could work in a gang • The Education Acts of 1876 and 1880 had a highly significant impact on childhood as a concept and reduced the amount of work children were able to carry out, by making attendance compulsory from that point on • Novels (e.g. <i>Oliver Twist</i> in 1837) exposed the suffering of child workers and the issue of poverty to the literate middle classes who advocated for improvements in the working lives of children. Other relevant material must be credited.

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



Question	Indicative content
7	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the accuracy of the statement that legislation was most responsible for changing children's lives in the years 1802-1928. Arguments and evidence supporting the statement that legislation was most responsible for changing children's lives in the years 1802-1928 should be analysed and evaluated. Relevant points may include: • Legislation had a fundamental impact on children's lives. The Factory Acts of 1802 and 1833 addressed the economic exploitation of children • The 1842 Mines Act legislated that no child under 10 be employed underground, demonstrating a distinction between work to be carried out by children and that carried out by adults • The Factory Act of 1878 ordered that no child under 10 be employed, ensuring a division between childhood and working life • The impact of the Education Acts of the years 1870-1918 shifted attitudes towards the concept of a childhood before entering the workplace • The Children's Act of 1908 was a significant development in safeguarding children in the home, which had an impact on how childhood and family life as concepts were perceived. Arguments and evidence that challenge the proposition should be analysed and evaluated. Relevant points may include: • There remained an inconsistent attitude towards children throughout the period and many influential figures, e.g. Prince Albert, felt that working-class children should contribute to the economic output of the family • Legislation was not always supported by adequate funding or oversight. The 1870 Education Act did not provide sufficient funding for schools, and children continued to work • Dickens was the most popular writer of the Victorian era, and his views carried weight. He demanded that the experience of children in poverty be acknowledged and addressed in <i>Bleak House</i> (1852-53) • Novels contributed to a change in attitudes towards children, constructing and celebrating childhood and this reached its height with Barrie's <i>Peter Pan</i> (1911) • Henry Mayhew (1812-87) and Dr Barnardo (1845-1905) helped to change attitudes to children, with Mayhew highlighting the experience of destitute children and Barnardo opening shelters to house them. Other relevant material must be credited.

Question	Indicative content
3	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the impact of Wedgwood's slave medallion in promoting the campaign for the abolition of the slave trade. Arguments and evidence supporting the statement that the medallion had a significant impact should be analysed and evaluated. Relevant points may include: • Wedgwood's membership of the Society for the Abolition of the Slave Trade, which included members such as Thomas Clarkson and William Wilberforce, meant that the medallion had a high profile • The success and high profile of Wedgwood's business, including patronage by Queen Charlotte, ensure that the medallion was exposed to the highest sectors of society • The medallion which was mass produced, featured emotive imagery and brought public attention to abolition, starting a tradition of campaigning • The image on the medallion was reproduced everywhere e.g. books/ leaflets/ cuff links • 400 medallions were sent to Benjamin Franklin, then President of the Pennsylvania Abolition Society, demonstrating its international influence. Arguments and evidence supporting the statement that other factors, not the medallion, were as or more significant for the campaign should be analysed and evaluated. Relevant points may include: • Although the image on Wedgwood's medallion was widely circulated, the medallion itself was largely purchased by members of the upper class • The medallion was largely purchased by those already committed to the idea of abolition • Production of the medallion did not reflect actual support for the campaign because Wedgwood bore the costs of the production • The production of the slave medallion had no immediate effect on the campaign for the abolition of the slave trade. Other relevant material must be credited.

Question	Indicative content
3	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement on whether the influence of trade from the East had the greatest impact on the success of Wedgwood. Arguments and evidence that the influence of trade from the East had the greatest impact on the success of Wedgwood should be analysed and evaluated. Relevant points may include: • China/porcelain tea ware became very fashionable and was used by the aristocracy; this was combined with increased demand from aspirational families • Wedgwood learnt the method of making his hard-paste porcelain from Chinese porcelain • Wedgwood's 'ornamental ware' range was crucial to the development of his reputation as an innovator and designer • Jasperware from c1776 was developed from white porcelain, a method influenced from the East, and was used for tea ware, brooches and watch cases meaning that Wedgwood accessed a wider market • Wedgwood's skill in experimenting with different glazes, pigments and techniques made his ware attractive, different and saleable and these designs were heavily influenced by his trade with the East. Arguments and evidence that the influence of trade from the East did not have the greatest impact on the success of Wedgwood and/or that other factors had a greater impact on the success of Wedgwood should be analysed and evaluated. Relevant points may include: • Experimental work in decoration (green glaze and creamware) had a greater impact - creamware was Wedgwood's most popular product (more than 100 potteries were selling creamware by 1774) • Ivy House pottery was popular and successful outside Staffordshire meaning that Wedgwood's wares met a wider audience • The growth in factory size - Etruria Works and workers' village opened in 1769. By 1787 Wedgwood employed nearly 300 and had the largest factory in the Potteries, enabling him to meet demand • The patronage of Queen Charlotte was crucial to Wedgwood's success; in 1765 she ordered an entire service and, from this, Wedgwood began to develop modern methods of marketing • The Queen's patronage led to the order of a dinner and dessert service from Empress Catherine II of Russia, which further added to Wedgwood's status and enhanced sales. Other relevant material must be credited.

Question	Indicative content
3	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the accuracy of the statement that the construction of the Trent and Mersey canal was the main reason for the success of Josiah Wedgwood's business. Arguments and evidence supporting the statement that the construction of the Trent and Mersey canal was the main reason for the success of Josiah Wedgwood's business should be analysed and evaluated. Relevant points may include: • The canal enabled the transport of raw materials, which were essential to development of Wedgwood's potteries, far more cheaply. By road the cost had been 40/- per ton and by canal was 6/- per ton • The canal allowed Wedgwood's access to export markets, via its connection with the Bridgewater canal to Liverpool, to improve • Wedgwood wanted to protect the transportation of creamware and jasperware. The use of packhorses had led to significant breakages • The location of the Etruria Works had not been great for business; there were few turnpike roads and the river Trent was not always navigable, so the canal connecting Trent and Mersey rivers transformed the business. Arguments and evidence supporting the statement that other factors, rather than the construction of the Trent and Mersey canal, were the main reason for the success of Josiah Wedgwood's business, should be analysed and evaluated. Relevant points may include: • The narrow width of the canal meant that it was unable to cope with increasing traffic • Wedgwood's business benefited significantly from his marriage to Sarah and the considerable dowry that she brought with her • The growth in factory size had a very positive impact on Wedgwood's business. The Etruria Works and workers' village opened in 1769 and, by 1787, employed nearly 300 people and was the largest in the Potteries • The patronage of Queen Charlotte, who in 1765 ordered an entire service, had a very positive impact on the business and marked the development of modern marketing • The creation of Jasperware from c1776, which was used for teaware, brooches and watch cases, enabled Wedgwood to access a far wider market than previously. Other relevant material must be credited.

3	8–12	• Demonstrates understanding of the source material and shows some analysis by selecting key points relevant to the question, explaining their meaning and selecting material to support valid inferences • Deploys knowledge of the historical context to explain or support inferences as well as to expand, confirm or challenge matters of detail. • Evaluation of the source material is related to the specified enquiry and explanation of utility takes into account relevant considerations such as nature or purpose of the source material or the position of the author. Judgements are based on valid criteria but with limited justification.
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Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Other relevant material not suggested below must also be credited.

Candidates must analyse and evaluate the source to consider its value for revealing the benefits of the apprentice system for the apprentices themselves and the organisation of the system at Quarry Bank Mill. Andrew Ure is not named on the specification but candidates are expected to know about the Quarry Bank Mill.

The following points could be made about the origin and nature of the source and applied when giving weight to information and inferences:

- Ure's comments are published in a book designed for sale to the general public
- Ure aimed to persuade, making a case through argument as well as evidence
- The author used his first-hand experiences, visiting Quarry Bank Mill and carrying out interviews to construct his case
- Ure carried out inspections of other factories too so was able to compare Quarry Bank Mill to others in the area.

The following inferences and significant points of information could be drawn and supported from the source:

Benefits for apprentices:

- The source implies that the apprentices are taken out of the poor houses in order to train as apprentices with the benefits that involved
- The source claims that the apprentices are given an education and that this is an integral part of their time at the Mill
- The source suggests that the Mill offered apprentices a steady income and the prospect of a job for life
- It claims that apprentices benefited from improved health and life expectancy.

Organisation of the system at Quarry Bank Mill:

- The source suggests that the apprentices provided Greg with a regular, long-term workforce
- It claims that as the apprentices were healthy and well accommodated they were able to work for longer
- It claims that after marriage former apprentices stayed on at the Mill so they provided a steady trained workforce
- The source claims that Greg's recruitment of apprentices was both highly successful and philanthropic.

Question	Indicative content
	Knowledge of historical context should be deployed to support and develop inferences and to confirm the value of the source in revealing the benefits of the apprentice system for the apprentices themselves and the organisation of the system at Quarry Bank Mill. Relevant points may include: • Growth of Quarry Bank Mill and the development of cotton production • Greg's reforms at Quarry Bank Mill • Factories had been increasing in number and made use of apprentices • The impact of the Poor Law Amendment Act (1834) on Greg's recruitment of apprentices. Other relevant material must be credited.

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

Question	Indicative content
4	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement on the extent to which Quarry Bank Mill was significant for the development of the cotton industry in Lancashire. Arguments and evidence that Quarry Bank Mill was significant for the development of the cotton industry in Lancashire should be analysed and evaluated. Relevant points may include: • Quarry Bank Mill provided significant employment and by providing housing for employees confirmed the trend towards the factory system • Greg's success at Quarry Bank Mill raised the profile of the cotton industry in Lancashire and the surrounding area • By the early 19th century the majority of the English cotton trade was concentrated in Lancashire with hundreds of textile mills in the county • Greg had enough capital to continually expand his business, he dominated the industry • The value of the cotton trade increased from c£350,000 to c£5,400,000 between 1780-1800 and Quarry Bank Mill was central to this increase. Arguments and evidence that Quarry Bank Mill was not significant for the development of the cotton industry in Lancashire and/or that other factors were more significant should be analysed and evaluated. Relevant points may include: • There remained diversity both in terms of scale of production and method (use of the domestic and the factory systems) • Quarry Bank Mill was just one of many factories in the region, it did not solely shape the cotton industry • The end of the American War of Independence had opened up the supply of cotton and the market for goods; this had a greater impact on the Lancashire cotton industry than Quarry Bank Mill • There was already a skilled workforce in the area as a result of the woollen industry; Quarry Bank Mill built on this rather than introducing this workforce • Success in the cotton industry was not guaranteed, many firms went bankrupt in the period. Other relevant material must be credited.

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



Question	Indicative content
3	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the accuracy of the statement that the French wars (1793-1815) had a negative impact upon Samuel Greg's business Arguments and evidence supporting the statement that the French wars (1793-1815) had a negative impact upon Samuel Greg's business should be analysed and evaluated. Relevant points may include: • There was extensive disruption to all markets as a consequence of the French wars • Greg experienced changes and fluctuations in demand for his goods from mainland Europe and suffered from the impact of the continental blockade from 1807 • The French wars led to a decline in the cloth market and exports to Europe • Greg lost c£32000 from his dealings with Spain at the end of the French wars, following the restoration of Ferdinand VII, who ordered the confiscation of unsold English goods. Arguments and evidence that counters the proposition that the French wars (1793-1815) had a negative impact upon Samuel Greg's business should be analysed and evaluated. Relevant points may include: • Greg successfully exploited new markets in South America and India and experienced little competition in business from the continent • There was increased demand for yarn in the period and rising prices meant more profitability for Greg • Greg increased trade with the USA and expanded his production in order to export goods to the USA where 59% of his stock was shipped. Between 1804-06 trade with the USA accounted for £8.2m of Britain's textile trade • Greg made the shift from trading to spinning to meet the demands of yarn export to South America. Other relevant material must be credited.

1. Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Other relevant material not suggested below must also be credited.
- Candidates must analyse and evaluate the source to consider its value for revealing the choice of the location of the mill at Quarry Bank and working life in the mill. The individual referred to in the source is named in the specification and candidates can be expected to be aware of Quarry Bank Mill.
1. The following points could be made about the origin and nature of the source and applied when giving weight to information and inferences:
- Finney's survey was written in 1785, a year after the construction of Quarry Bank Mill
 - Finney lived locally to the Mill, so was able to observe directly the methods used at, and the location of, Quarry Bank Mill
 - Finney offers an opinion, making a case through argument as well as evidence.
2. The following inferences and significant points of information could be drawn and supported from the source:
- Location of the mill at Quarry Bank:**
- The source suggests that the location of the mill was due to the expertise in the area as the local employment had previously been based around spinning ('the spinning wheel was in use in almost every cottage')
 - It indicates that the mill was located on a river so that a powerful waterwheel could be used to power the machinery ('spindles are turned by this Wheel')
 - It claims that the site of a waterwheel on a non-stop water supply meant that the wheel could turn continuously, allowing non-stop spinning ('the wheel is continually going')
 - It was located in an area where the yarn could be used for further manufacture and weaving.
- Working life in the mill:**
- The source indicates that the mill employed men, women and children, suggesting employment benefited the whole family financially
 - It suggests that Greg recognised that there should be a lower age limit for employment at the mill ('for they don't take them in before')
 - It indicates that there were shifts at the mill and that employees should not work more than twelve hours a shift
 - It suggests that working conditions were reasonable as anyone who worked longer than their shift would be recompensed ('to work over-hours, they are paid for it').



Question	Indicative content
	3. Knowledge of historical context should be deployed to support and develop inferences and to confirm the value of the source in revealing the choice of the location of the mill at Quarry Bank and working life in the mill. Relevant points may include: • Changes in manufacture and industry in the late eighteenth century from home to factory working • The challenge of recruiting labourers in a rural area and the use of children in the mill • The work of Samuel Greg and the favourable conditions for the cotton industry in the surrounding area, e.g. the water supply.

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



1. Finding the right level

The first stage is to decide which level the answer should be placed in. To do this, use a 'best-fit' approach, deciding which level most closely describes the quality of the answer. Answers can display characteristics from more than one level, and where this happens markers must use the guidance below and their professional judgement to decide which level is most appropriate.

For example, one stronger passage at L4 would not by itself merit a L4 mark, but it might be evidence to support a high L3 mark, unless there are substantial weaknesses in other areas. Similarly, an answer that fits best in L3 but which has some characteristics of L2 might be placed at the bottom of L3. An answer displaying some characteristics of L3 and some of L1 might be placed in L2.



Question	Indicative content
3	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the accuracy of the statement that the apprentice system at Quarry Bank Mill was of major benefit to both Samuel Greg and the apprentices. Arguments and evidence supporting the statement that the apprentice system at Quarry Bank Mill was of major benefit to both Samuel Greg and the apprentices should be analysed and evaluated. Relevant points may include: • Greg's recruitment of apprentices was highly successful, and the use of apprentices enabled Greg's business to grow by providing him with a regular, long-term workforce • Factories had been increasing in number and Greg increasingly used the poor law as a means of recruiting apprentices in a sparsely populated area, which gave those recruited the opportunity to learn a trade • Greg's use of the poor law as a method of recruitment was so beneficial for his business that he recruited from an increasingly wide area, as far from the Mill as London • A significant proportion of apprentices stayed on at the Mill once they reached adulthood, having acquired the necessary skills for this regular employment • The apprentices were taken out of the poor houses in order to train and were provided with board and lodging; these conditions were usually superior to those in the poor houses. Arguments and evidence counter the proposition should be analysed and evaluated should be analysed and evaluated. Relevant points may include: • There were significant costs accrued by Greg in both housing and educating the apprentices. The apprentice house built in 1790 cost c£300, and the workers' cottages cost between £50 and £100 to build • There were significant health risks experienced by the apprentices. Eye, leg and hand injuries were caused by dangerous moving parts and younger apprentices frequently had to risk climbing under moving machines • Young apprentices were selected from poor houses in Liverpool and London and taken far from home, without their consent. Some apprentices escaped and wanted to be reunited with their families • The system was designed to achieve maximum productivity from the apprentices for the benefit of Greg rather than apprentices; keeping the apprentices on site ensured that the system worked effectively. Other relevant material must be credited.

Question	Indicative content
1.	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Other relevant material not suggested below must also be credited. Candidates must analyse and evaluate the source to consider its value for revealing the design of the prefabricated hospitals and the challenges involved in building the hospital. Brunel and prefabricated hospitals are named in the specification and candidates will be expected to have studied them. - The following points could be made about the origin and nature of the source and applied when giving weight to information and inferences: - Brunel was writing to a person in a position of authority, and although it was a private letter it would need to take an appropriate tone - The intention of the letter was to persuade Hawes to allow his hospital to be built as he had designed it - The authoritative position of Brunel as designer of the hospital - The author's judgments are based on his design and understanding of the building process. - The following inferences and significant points of information could be drawn and supported from the source: Design of the hospital: - It suggests the hospital was designed to be enlarged and expanded as necessary

Question	Indicative content
	- It provides evidence that allowing the free flow of air was one of the main considerations in the design of the hospital - It provides evidence that in his design Brunel considered how to enable goods and patients to be transported from ships to the hospital smoothly - It suggests that the wards were designed to fit patients comfortably and spaciouly. Challenges involved in building the hospital: - It suggests that the challenges arose from having to conduct the process by letter and oversee building work at a distance - It provides evidence of the necessity of having to persuade ministers of the need to carry out the design as Brunel had originally designed it - It indicates that the location of the hospital brought challenges in terms of moving the materials from the shore to the building site and that the site itself was not flat - It suggests that cost was a key consideration in building the hospital. - Knowledge of historical context should be deployed to support and develop inferences and to confirm the value of the source in revealing design of the hospital and the challenges involved in building the hospital. Relevant points may include: - The need for the hospital arose from thousands of soldiers who died of diseases and wounds during the Crimean war, a scenario the government was ill prepared for - In 1855 Hawes had contacted Brunel to ask him to design a temporary hospital - It took only six months from Brunel's original design to the completion of the first hospital in Turkey - The nature of Brunel's success as an engineer by 1855.

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



Question	Indicative content
4	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the extent to which the work of Brunel succeeded in expanding passenger travel (1833–59). Arguments and evidence suggesting that the work of Brunel did expand passenger travel should be analysed and evaluated. Relevant points may include: • The Great Western Railway and construction of stations at Bristol and Paddington meant that passenger travel was much easier • Innovations in bridge building allowed railways to reach all parts of the country despite geographical challenges, e.g. the Royal Albert Bridge at Saltash • The crossing of the SS Great Western in 1838 showed that transatlantic travel was feasible and potentially commercial • The SS Great Britain, the largest passenger ship in the world when built, provided a regular passenger service between Liverpool and Melbourne, Australia. Arguments and evidence arguing that the work of Brunel did not expand passenger travel should be analysed and evaluated. Relevant points may include: • The mixed financial success of the transatlantic passenger trade showed that passenger travel was still in its infancy • The Great Western Railway took a number of years to generate a return, which suggests that passenger travel took a number of years to expand • The SS Great Eastern failed at its purpose of passenger travel as it was too expensive for commercial use • Brunel failed in his aim to create a regular transatlantic passenger crossing from London to New York, via Bristol. Other relevant material must be credited.

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



Question	Indicative content
4	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the accuracy of the statement that Brunel's rail and engineering projects were remarkably successful. Arguments and evidence supporting the statement that Brunel's rail and engineering projects were remarkably successful should be analysed and evaluated. Relevant points may include: • Brunel's design was vindicated with the successful span of the Clifton Suspension Bridge at 214 metres • Box Tunnel was completed and the two ends successfully met in 1841, the tunnel was unlined and Board of Trade Inspector confirmed that Brunel's design was safe • Brunel's bridge designs were innovative and successful, e.g. Maidenhead's arches were 39 metres wide, the use of wrought iron at Wharncliffe viaduct at Hanwell, Royal Albert Bridge at Saltash (2 x 138m spans, 30.5 m above highest tides) • Brunel's innovative design for the hospital in the Crimea enabled the construction of the building in only six months from design to completion • Brunel's station designs were successful and popular, e.g. Paddington was described as a cathedral of glass, echoing Paxton's Crystal Palace, and his railways carried increasing numbers of passengers and goods. Arguments and evidence countering the proposition that Brunel's rail and engineering projects were remarkably successful should be analysed and evaluated. Relevant points may include: • Brunel faced extensive difficulties in raising funds for his projects, e.g. it took until 1836 for work to begin at Clifton • Brunel's projects experienced numerous cost overruns, e.g. 1843 in Clifton • Brunel's projects often ran out of time, e.g. work at Clifton was paused between 1843-1860 and completed after Brunel's death in 1864; Box Tunnel overran, as did construction at Paddington • Brunel's design of ships meant that these engineering projects were often unsuccessful, e.g. the propeller of the SS Great Britain was unsatisfactory, the SS Great Eastern was impractically large, with no ports big enough for her to dock.

	Other relevant material must be credited.
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Option 34.2: Poverty, public health and the state in Britain, c1780–1939



Question	Indicative content
3	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about whether problems caused by differences in gauge were the main reason why the narrower gauge won the 'battle of the gauges'. Arguments and evidence supporting the statement that problems caused by differences in gauge were the main reason why the narrower gauge won the 'battle of the gauges' should be analysed and evaluated. Relevant points may include: • The Royal Commission of 1845 highlighted the problems caused by the break in gauge, and the Gauge Act of 1846 prevented the building of any further broad gauge, as used by Great Western Railways • The break in gauge was disruptive and time consuming for passengers, who had to move themselves and their luggage across the platform, so the standardisation of gauge was a pragmatic choice • The break in gauge meant that freight had to be unloaded and moved across to alternative wagons to accommodate the change in gauge, which added time and cost to the transportation of goods • As GWR moved into the Midlands, Wales and the North, it increasingly had to lay a third rail for a narrower gauge, and adapt to the use of a narrower gauge to avoid further breaks in the gauge. Arguments and evidence supporting that challenge the proposition should be analysed and evaluated. Relevant points may include: • By 1845, there were 274 miles of broad gauge track and 1901 miles of narrower gauge track. The prevalence of the narrower gauge meant that it was the most appropriate national gauge • Railway companies had confidence in the gauge as the narrower gauge had been tried and tested in mines in Northern England and adopted by George Stephenson effectively at the Stockton and Darlington railway • Broad gauge lacked support from other railway companies who were put off by the cost of the conversion of bridges and tunnels to accommodate the larger locomotives required • The construction of the Great Western main line was significantly over budget, costing nearly £6 million, rather than the proposed £2.5 million; this was not an economically efficient model for rail travel. Other relevant material must be credited.

Question	Indicative content
1	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Other relevant material not suggested below must also be credited. Candidates must analyse and evaluate the source to consider its value for revealing the strengths in the design of the Great Western Railway and the difficulties in building the Great Western Railway. The author of the source is named in the specification and candidates can be expected to be aware of the building of the Great Western Railway. - The following points could be made about the origin and nature of the source and applied when giving weight to information and inferences: - Brunel was writing to the Directors of the Railway, who had invested in the line, so his tone is formal and reflects his position as engineer - The report is written in August 1838, just after the first section of the railway had opened Brunel's tone is persuasive, he is attempting to justify the decisions he has made. - The following inferences and significant points of information could be drawn and supported from the source: Strengths in the design of the Great Western Railway: - The source indicates that both the location of the line, and its straightness, has enabled 'Unusually high speed' to be reached - The source claims that a benefit of this would be high volume of 'passenger traffic' and indicates that this will result in a profitable return for the Directors and the shareholders - The source claims that it is Brunel's expertise as an engineer and designer that has enabled this success ('In fairness to myself' and 'improvement of the line') - The source implies that the success of the line might lie in the decision to adopt a gauge of 'about 7 feet'. Difficulties in building the Great Western Railway: - The source indicates that the construction of a new railway required the permission of parliament and that the plans had to be approved in advance - The source indicates that Brunel faced 'Many objections' whilst constructing the railway, particularly surrounding the issue of the width of the gauge - The source indicates that a wider gauge requires an increase in the purchase of land for the railway and the 'dimensions of bridges' that would increase the cost of the project - Brunel's continued justification of the width of the gauge suggests that he was aware of some nervousness amongst the Directors in the light of the increased costs. - Knowledge of historical context should be deployed to support and develop inferences and to confirm the value of the source in revealing the strengths in the design of the Great Western Railway and the difficulties in building the Great Western Railway. Relevant points may include: - The 'battle of the gauges' and the arguments surrounding the use of narrower gauge versus broad gauge, culminating in the Gauge Act (1846)



Question	Indicative content
	• Brunel's capabilities as a designer and engineer, including his design of bridges, viaducts, and stations • Brunel's ambition to create a link between London and New York, via Bristol, by rail and sea • The expansion of the railways across England, and the increasing use of railways by passengers and for the transportation of goods.

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



Question	Indicative content
3	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about how significant the safety bicycle was in increasing the independence of women in 1885–1901. Arguments and evidence suggesting that the safety bicycle was significant in increasing the independence of women should be analysed and evaluated. Relevant points may include: • Thousands of women bought or hired bicycles and joined cycling clubs with men, which involved a change in social interaction • There was a massive increase in mobility for women who were able to travel independently to events, e.g. suffrage meetings and become more involved, socially and politically • Fashion changed to accommodate cycling, the restrictive corset was abandoned and replaced by rational dress • Cycling allowed women to experience a world beyond the domestic and led to the feminisation of social spaces, e.g. tea rooms and hotels. Arguments and evidence suggesting that the safety bicycle was not significant in increasing the independence of women should be analysed and evaluated. Relevant points may include: • Women who cycled faced significant criticism and opposition as the bicycle was seen as a challenge to their place in society • Some hotels and tea rooms refused to serve women who were dressed in rational dress, e.g. The Hautboy Hotel in Surrey • Some writings suggested that cycling and the associated independence was unwomanly and unattractive, e.g. Eliza Linton in <i>The Girl of the Period</i> (1883) • Women sometimes faced hostility and abusive comments as they cycled. Other relevant material must be credited.

1.	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Other relevant material not suggested below must also be credited. Candidates must analyse and evaluate the source to consider its value for revealing the benefits of women's cycling and attitudes towards women. The individuals referred to in the source are not named in the specification, but candidates can be expected to be aware of the context and the debates surrounding women cycling. 1. The following points could be made about the origin and nature of the source and applied when giving weight to information and inferences: • <i>Hearth and Home</i> was a magazine and was for public consumption, with a largely female readership • By asking a range of prominent middle and upper class individuals, <i>Hearth and Home</i> was asking whether cycling was an acceptable pastime for women to participate in • All the responses are from men which demonstrates that they were considered the arbiters of women's activities in this period and determined what was (and was not) 'feminine'. 2. The following inferences and significant points of information could be drawn and supported from the source: The benefits of women's cycling: • The source indicates that cycling was perceived to have positive health benefits when carried out in moderation and was a suitable form of exercise for women to participate in • It indicates that cycling enabled women to see the countryside and that this was a particular benefit for poor women, who would have been unable to practically leave their surroundings otherwise • It claims that cycling is an amusing and acceptable activity for all the family • It suggests that as women look attractive on a bicycle that this is a positive benefit. Attitudes toward women: • The source suggests a woman's role is to look appealing and that a significant disadvantage of women cycling is that they look unattractive • It indicates that women should not be allowed to travel at speed or to race each other on bicycles as these activities are considered unwomanly • It claims that rational dress was not feminine and that women's wardrobes should not be adjusted for the activity as this would harm their status
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Question	Indicative content
	- It warns that the use of the bicycle and the subsequent adjustments to women's activities and dress could hinder women's position in society. 3. Knowledge of historical context should be deployed to support and develop inferences and to confirm the value of the source in revealing the positive benefits of women's cycling and the continued criticisms that women faced. Relevant points may include: - Thousands of women bought or hired bicycles and joined cycling clubs with men - Women who cycled faced significant criticism and opposition as the bicycle was seen as a challenge to their place in society - There was a massive increase in mobility for women who were able to travel independently to events (e.g. suffrage meetings) and became more involved, socially and politically - Fashion changed to accommodate cycling, the restrictive corset was abandoned and replaced by rational dress.

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

Question	Indicative content

Question	Indicative content
4	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the extent to which J K Starley was responsible for the success of the safety bicycle. Arguments and evidence supporting the extent to which J K Starley was responsible for the success of the safety bicycle should be analysed and evaluated. Relevant points may include: • Starley's Rover was the first commercially successful safety bicycle and the design was highly popular. It cost £20/15/- in 1886, which was a significant reduction on the cost of tricycles and penny farthings • Starley's Rover increased in popularity after demonstration races, including one from London to Brighton to London, in late 1885, which was won by the well-known cyclist George Smith • The name Rover became synonymous with the type of bicycle and Starley rebranded his company in response to the success of the bicycle • Starley's adaptation of the bicycle frame to a diamond shape made the Rover more successful from 1904, as the design was easier to manufacture and made the bicycle stronger. Arguments and evidence that statement that other factors, rather than J K Starley were responsible for the success of the safety bicycle should be analysed and evaluated. Relevant points may include: • Starley did not have a monopoly on the market, and the Kangaroo, produced by William Hillman, was another popular safety bicycle; sales of the Kangaroo increased after a 100-mile demonstration race in 1885 • The use of pneumatic tyres on safety bicycles, as developed by Dunlop, from 1890, further increased the popularity of the bicycle as they made the bicycle lighter and made riding the bicycle smoother • The increase in bicycle production and popularity of the safety bicycle was also due to the freedom it offered. Cycle clubs were popular and pre-dated Starley's version • The reduction in the cost of bicycles, such as the Swift Safety No 2, further increased the popularity of the safety bicycle. Other relevant material must be credited.

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



Question	Indicative content
4	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the accuracy of the statement that the female bicycling craze did little to enable greater independence for women. Arguments and evidence supporting the statement that the female bicycling craze did little to enable greater independence for women should be analysed and evaluated. Relevant points may include: • Women who cycled faced significant opposition, and even physical abuse, as the bicycle was seen as a challenge to their traditional place in society, meaning some women were unwilling to cycle alone, or stopped altogether • There were hotels and tea rooms that refused to serve women who were dressed in rational dress, e.g. The Hautboy Hotel in Surrey, limiting the facilities that women could access whilst cycling • Writers produced works which suggested that cycling was unwomanly and unattractive, e.g. Eliza Linton in <i>The Girl of the Period</i> (1883); these attitudes meant many women were restricted from using the bicycle • The cost of the safety bicycle meant that it was only enjoyed by those women who could afford it. Arguments and evidence that counter the proposition should be analysed and evaluated. Relevant points may include: • Thousands of women bought or hired bicycles and joined cycling clubs with men. This involved a change in social interaction between the sexes, allowing women to break away from some of society's traditional demands • There was a massive increase in mobility for women who were able to travel independently to events, e.g. suffrage meetings, and become more involved, socially and politically (for example, delivering leaflets) • Fashion changed to accommodate cycling, the restrictive corset was abandoned and replaced by rational dress, knickerbockers and bloomers • Cycling allowed women to experience the freedom of a world beyond the domestic, and led to the feminisation of social spaces, e.g. tea rooms and hotels. Other relevant material must be credited.

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



Question	Indicative content
4	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the extent to which the Austin Motor Company adapted to market forces at Longbridge (1905–28). Arguments and evidence supporting the statement that the Austin Motor Company did adapt to market forces should be analysed and evaluated. Relevant points may include: • In 1905 Longbridge was a small village and the plant a derelict printing works, the number of employees grew from c270 in 1907 to c2300 in 1913 • From 1908 a night shift was introduced in response to demand • The impact of World War One on the plant was significant, government contracts were for aircraft, trucks, guns and shells and the workforce expanded to c22000 whilst the factory site trebled in size • Austin publically listed the company in 1914, which increased capital • Market share expanded in 1922 with the production of Austin 7, by 1926 the factory expanded to cover 62 acres and the workforce stood at 8,000 employees producing 25,000 cars. Arguments and evidence that Austin failed to adapt to market forces should be analysed and evaluated. Relevant points may include: • Pre-war models remained luxury vehicles and were not adapted or marketed to the masses immediately following the war • During World War One no peace time products were made and when the Armistice was declared the war contracts were cancelled at very short notice • The expansion of plant to fulfil World War One orders could not be sustained in the immediate post war period • The one model policy (Austin 20) immediately after the war was unsuccessful as the car was too large and the price uncompetitive for the British market, only c3000 were sold. Other relevant material must be credited.

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



1. Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Other relevant material not suggested below must also be credited.
- Candidates must analyse the source to consider its value for revealing the marketing strategies of the Austin Motor Company and the success of the company in the early twentieth century. The company referred to in the source is named in the specification, and candidates can therefore be expected to know about them and be aware of the context.
- The following points could be made about the authorship, nature or purpose of the source and applied to ascribe value to information and inferences:
 - The article was itself part of the Austin Motor Company marketing strategy because the journalist had been invited to review the car and therefore was likely to give a favourable review
 - The fact that the company was written about in *The Times* suggests it was of national interest
 - The Times* was a highly respectable newspaper, which would be intended and expected to reach an educated, influential audience
 - The author may not have been an expert in car production and would only have had access to material that the Austin Motor Company provided.
 - The value could be identified in terms of the following points of information from the source, and the inferences which could be drawn and supported from the source:

Marketing strategies:

 - The source suggests that indicating prestige customers was an effective marketing strategy
 - It provides evidence that showrooms in the capital were decorated to appeal to wealthy customers
 - The source indicates that word of mouth increased purchases rather than traditional advertising methods.

Success of the company:

 - The source provides evidence that there was high demand for the cars; the recommendations suggest cars were well made and effective
 - It indicates that there was increased production and turnover between 1907 and 1913
 - It suggests that the Longbridge plant was struggling to meet demand and produce cars quickly enough
 - It indicates that the design of Austin cars was more innovative than that of other contemporary models and that this contributed to the company's success.
 - Knowledge of historical context should be deployed to support and develop inferences and to confirm the accuracy/usefulness of information. Relevant points may include:
 - The establishment of the Longbridge plant in 1905
 - The brand identity of the Austin Club with marketing and a prestige audience
 - The nature of the pre-war car market
 - In February 1914 the company changed from a private to a public company and the capital was increased to £50,000. In that year it produced about 1000 cars with 2,000 employees.

Question	Indicative content
4	Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Candidates are expected to reach a judgement about the accuracy of the statement that the First World War had a positive impact on the Austin Motor Company in the years 1914-18. Arguments and evidence supporting the statement that the First World War had a positive impact on the Austin Motor Company in the years 1914-18 should be analysed and evaluated. Relevant points may include: • The demands of wartime production led to the expansion of the business. The mass production of armaments had provided Austin with experience of how to restructure the plant • Austin expanded the plants at Longbridge to meet demand, with the south plant focussed on the production of aeroplanes • The expansion of production was funded by the government that needed to increase output to meet the demands of war, and included guns, aircraft and armoured cars • The War had a significant impact on Austin's asset base. Sales turnover increased from c£630,000 in 1914 to £9,500,000 by 1918 • The production increase caused by the War led to innovations in methods of assembly, which became more streamlined and used less skilled labour (although traditional methods were refined rather than replaced). Arguments and evidence that contradict the proposition should be analysed and evaluated. Relevant points may include: • Capital investment in both plants and machinery was a drain on the firm's resources and posed a challenge to Austin's management • Political developments had a negative impact on business. The Russian Revolution (1917) led to the loss of the Russian market as they had ordered 500 armoured cars before the revolution • Profits did not increase significantly as result of war. The company made only 3.7% net profit in 1918, due in part to the impact of government taxation • The end of war took Austin by surprise. He had a large plant and experienced cancelled government orders, buyers who faced financial difficulties and major problems with cash flow. Other relevant material must be credited.

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



1. Answers will be credited according to candidates' deployment of material in relation to the qualities outlined in the generic mark scheme. The indicative content below is not prescriptive and candidates are not required to include all the material which is indicated as relevant. Other relevant material not suggested below must also be credited.
- Candidates must analyse and evaluate the source to consider its value for revealing the development of the site at Longbridge and production methods at Longbridge. The author of the source is not named in the specification, however candidates can be expected to be aware of the development of the Austin Motor Company.
1. The following points could be made about the origin and nature of the source and applied when giving weight to information and inferences:
- The article was published in *The Times*, which suggests that developments in the business were of national interest
 - *The Times* was a newspaper, which would be intended and expected to reach an educated, literate audience, who were affluent enough to consider car ownership
 - The author would have been dependent on information that the Austin Motor Company provided.
2. The following inferences and significant points of information could be drawn and supported from the source:
- Development of the site at Longbridge:**
- The source indicates that since the founding of the Longbridge site there has been an increase in both employees and the numbers of cars produced ('a dozen cars...over 1,000 cars a year.')
 - It provides evidence that the site at Longbridge was well equipped and modern in its facilities ('well-ventilated stores')
 - The source indicates that the site at Longbridge was sizeable and covered entirely in a number of workshops ('Workshops now cover almost all...company's huge site.')
 - It suggests that both the number and size of the workshops and sheds ('huge warehouse') has necessitated the founding of the new site at Longbridge.
- Production methods at Longbridge:**
- The source indicates that bespoke production methods were used at Longbridge to produce the Austin Car ('its own specially designed tools')
 - It suggests the plant was organised as a production line with tools and machines laid out in sequence so that car parts were made in separate areas ('The main workshop...solely on the work')
 - The source indicates that, whilst much of the manufacture of the car is by machine ('automatic tools'), some of the more refined elements of the process are still carried out by hand ('by hand and calls for special skill.')
 - It claims that Mr Austin remains involved in the processes of design and manufacture ('new tools designed by Mr Austin.').
3. Knowledge of historical context should be deployed to support and develop inferences and to confirm the value of the source in revealing the development of the site at Longbridge and production methods at Longbridge. Relevant points may include:



Question	Indicative content
	• The establishment of the Longbridge plant in 1905 and the impact of the new plant on the growth of the business • The brand identity of the Austin motor car and the range of models produced at Longbridge • The nature of the pre-war car market and the cost of automobiles, which meant that car ownership was not widespread.

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



4	13–16	• Analyses the source material, interrogating the evidence to make reasoned inferences and to show a range of ways the material can be used, for example by distinguishing between information and claim or opinion, although treatment of the two enquiries may be uneven. • Deploys knowledge of the historical context to illuminate and/or discuss the limitations of what can be gained from the content of the source material, displaying some understanding of the need to interpret source material in the context of the values and concerns of the society from which it is drawn. • Evaluation of the source material uses valid criteria which are justified and applied, although some of the evaluation may be weakly substantiated. Evaluation takes into account the weight the evidence will bear as part of coming to a judgement.
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