

In developing your answers to Part III, be sure to keep this general definition in mind:

discuss means “to make observations about something using facts, reasoning, and argument; to present in some detail”

Part III

DOCUMENT-BASED QUESTION

This question is based on the accompanying documents. The question is designed to test your ability to work with historical documents. Some of the documents have been edited for the purposes of the question. As you analyze the documents, take into account the source of each document and any point of view that may be presented in the document.

Historical Context:

The automobile has had an important influence on the United States since the early 20th century. Perhaps no other invention has had such a significant impact on production methods, the American landscape, the environment, and American values.

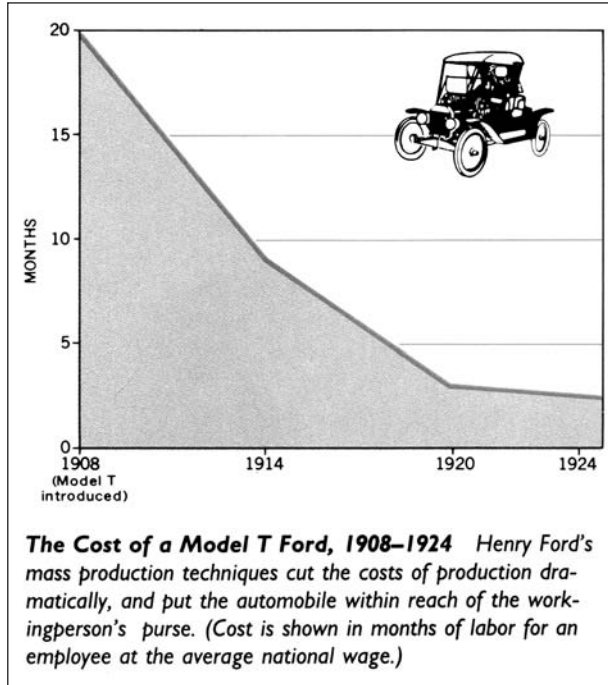
Task: Using information from the documents and your knowledge of United States history, answer the questions that follow each document in Part A. Your answers to the questions will help you write the Part B essay, in which you will be asked to

- Discuss the political, economic, *and/or* social impacts of the automobile on the United States

Part A
Short-Answer Questions

Document 1

Length of Time an Average American Employee Must Work to Purchase a Car



Source: Bailey and Kennedy, *The American Pageant*, D.C. Heath and Company, 1987

- 1 According to Bailey and Kennedy, how did Henry Ford's mass production techniques influence the cost of the automobile? [1]

Score

Document 2

. . . The result [of buying a car] upon the individual is to break down his sense of values. Whether he will or no, he must spend money at every turn. Having succumbed [given in] to the lure of the car, he is quite helpless thereafter. If a new device will make his automobile run smoother or look better, he attaches that device. If a new polish will make it shine brighter, he buys that polish. If a new idea will give more mileage, or remove carbon, he adopts that new idea. These little costs quickly mount up and in many instances represent the margin of safety between income and outgo. The over-plus [surplus] in the pay envelope, instead of going into the bank as a reserve-fund, goes into automobile expense. Many families live on the brink of danger all the time. They are car-poor. Saving is impossible. The joy of security in the future is sacrificed for the pleasure of the moment. And with the pleasure of the moment is mingled the constant anxiety entailed by living beyond one's means. . . .

Source: William Ashdown, "Confessions of an Automobilst," *Atlantic Monthly*, June 1925

2 According to William Ashdown, what were **two** negative impacts of automobile ownership in 1925? [2]

(1) _____

Score

(2) _____

Score

Document 3

. . . Massive and internationally competitive, the automobile industry is the largest single manufacturing enterprise in the United States in terms of total value of products and number of employees. One out of every six U.S. businesses depends on the manufacture, distribution, servicing, or use of motor vehicles. The industry is primarily responsible for the growth of steel and rubber production, and is the largest user of machine tools. Specialized manufacturing requirements have driven advances in petroleum refining, paint and plate-glass manufacturing, and other industrial processes. Gasoline, once a waste product to be burned off, is now one of the most valuable commodities in the world. . . .

Source: National Academy of Engineering, 2000

3 Based on this article, state **two** ways the automobile industry has had an impact on the American economy. [2]

(1) _____

Score

(2) _____

Score

Document 4a

. . . The automobile allowed a completely different pattern. Today there is often a semi-void of residential population at the heart of a large city, surrounded by rings of less and less densely settled suburbs. These suburbs, primarily dependent on the automobile to function, are where the majority of the country's population lives, a fact that has transformed our politics. Every city that had a major-league baseball team in 1950, with the exception only of New York—ever the exception—has had a drastic loss in population within its city limits over the last four and a half decades, sometimes by as much as 50 percent as people have moved outward, thanks to the automobile.

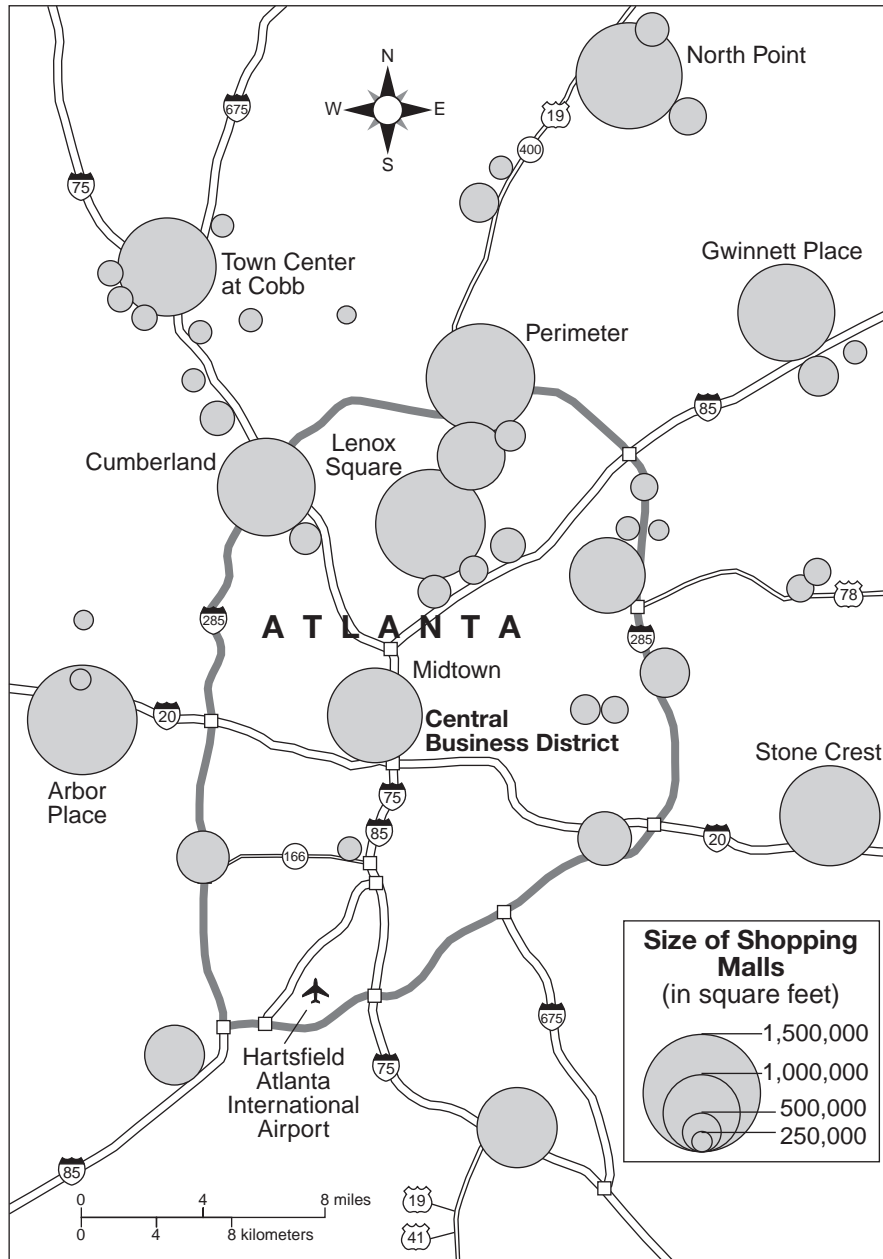
In more recent years the automobile has had a similar effect on the retail commercial sectors of smaller cities and towns, as shopping malls and superstores such as the Home Depot and Wal-Mart have sucked commerce off Main Street and into the surrounding countryside. . . .

Source: John Steele Gordon, "Engine of Liberation," *American Heritage*, November 1996

4a According to John Steele Gordon, what has been **one** impact of the automobile on cities? [1]

Score

**Shopping Malls and Interstate Highways
in and around the Suburbs of Atlanta, Georgia**



Source: James M. Rubenstein, *The Cultural Landscape: An Introduction to Human Geography*, Pearson Prentice Hall, 2005 (adapted)

4b Based on the information on this map, what is **one** impact of the automobile on suburbs? [1]

Score

Document 5

. . . What did the automobile mean for the housewife? Unlike public transportation systems, it was convenient. Located right at her doorstep, it could deposit her at the doorstep that she wanted or needed to visit. And unlike the bicycle or her own two feet, the automobile could carry bulky packages as well as several additional people. Acquisition of an automobile therefore meant that a housewife, once she had learned how to drive, could become her own door-to-door delivery service. And as more housewives acquired automobiles, more businessmen discovered the joys of dispensing with [eliminating] delivery services—particularly during the Depression. . . .

Source: Ruth Schwartz Cowan, "Less Work for Mother?," *American Heritage*, September/October 1987

- 5 According to Ruth Schwartz Cowan, what was **one** way life changed for the American housewife as a result of the automobile? [1]

Score

Document 6

The Influence of the Automobile, 1923–1960 (Selected Years)

- 1923** Country Club Plaza, the first shopping center, opens in Kansas City.
- 1924** In November, 16,833 cars cross the St. John’s River into Florida, the beginning of winter motor pilgrimages to Florida.
- 1930** Census data suggest that southern cities are becoming more racially segregated as car-owning whites move to suburbs that have no public transportation.
King Kullen, first supermarket, Queens, New York City. Supermarkets are an outgrowth of the auto age, because pedestrians cannot carry large amounts of groceries home.
- 1932** One-room rural schools decline because school districts operate 63,000 school buses in the United States.
- 1956** Car pools enable Montgomery, Alabama, blacks [African Americans] to boycott successfully the local bus company, beginning the modern civil rights movement.
National Defense and Interstate Highway Act passed. President Eisenhower argues: “In case of atomic attack on our cities, the road net [network] must allow quick evacuation of target areas.”
- 1957** Sixty-six-year-old gas station operator Harlan Sanders, facing bankruptcy because the interstate has bypassed him, decides to franchise his Kentucky Fried Chicken restaurant.
- 1960** Organization of Petroleum Exporting Countries (OPEC) formed.

Source: Clay McShane, *The Automobile: A Chronology of Its Antecedents, Development, and Impact*, Greenwood Press, 1997 (adapted)

6a According to Clay McShane, what were **two** economic impacts of the automobile on the United States? [2]

(1) _____

Score

(2) _____

Score

b According to Clay McShane, what was **one** impact of the automobile on race relations in the United States? [1]

Score

Document 7

Minor disruptions have begun to appear in the world oil trade in the wake of the renewal of hostilities between the Arabs and the Israelis, and industry executives and Government officials in many countries are waiting to see whether the Arab states will make a serious attempt to use oil as a weapon in the conflict or any political confrontation that follows. The Egyptians are reported to have attacked Israeli-held oil fields in the occupied Sinai, and if true it would be the most ominous event so far in the oil situation. It would be the first direct attack by either side on oil production facilities in any of the conflicts thus far. If the Israelis retaliate it could mean major disruptions of supplies. . . .

Source: William D. Smith, "Conflict Brings Minor Disruptions in Oil Industry: Arab States' Moves Studied for Clues to Intentions," *New York Times*, October 9, 1973

- 7 According to William D. Smith, what could be **one** impact of the conflicts in the Middle East on the United States? [1]

Score

Document 8

WASHINGTON, July 17—President Reagan, appealing for cooperation in ending the "crazy quilt of different states' drinking laws," today signed legislation that would deny some Federal highway funds to states that keep their drinking age under 21.

At a ceremony in the White House Rose Garden, Mr. Reagan praised as "a great national movement" the efforts to raise the drinking age that began years ago among students and parents.

"We know that drinking, plus driving, spell death and disaster," Mr. Reagan told visitors on a sweltering afternoon. "We know that people in the 18-to-20 age group are more likely to be in alcohol-related accidents than those in any other age group."

Mr. Reagan indirectly acknowledged that he once had reservations about a measure that, in effect, seeks to force states to change their policies. In the past, Mr. Reagan has taken the view that certain matters of concern to the states should not be subject to the dictates of the Federal Government.

But in the case of drunken driving, Mr. Reagan said, "The problem is bigger than the individual states." . . .

Source: Steven R. Weisman, "Reagan Signs Law Linking Federal Aid to Drinking Age," *New York Times*, July 18, 1984

- 8 According to Steven R. Weisman, what was **one** reason President Reagan signed the law linking federal highway funds to the drinking age? [1]

Score

Document 9

. . . After a long and bitter debate, lawmakers in California today [July 2, 2002] passed the nation's strongest legislation to regulate emissions of the main pollutant that can cause warming of the planet's climate, a step that would require automakers to sell cars that give off the least possible amount of heat-trapping gases. . . .

California is the largest market for automobiles in the United States, as well as the state with more serious air pollution problems than any other. Under federal clean air legislation, the state's air quality regulators are allowed to set standards for automobile pollution that are stricter than those imposed by federal law. In the past, many other states have followed California's lead in setting pollution rules on vehicles, and ultimately American automakers have been forced to build cars that meet California's standards and to sell them nationwide. . . .

Source: John H. Cushman Jr., "California Lawmakers Vote to Lower Auto Emissions,"
New York Times, July 2, 2002

9 According to John H. Cushman Jr., what is **one** impact of the automobile on the United States? [1]

Score

Part B

Essay

Directions: Write a well-organized essay that includes an introduction, several paragraphs, and a conclusion. Use evidence from *at least five* documents in the body of the essay. Support your response with relevant facts, examples, and details. Include additional outside information.

Historical Context:

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Task: Using information from the documents and your knowledge of United States history, write an essay in which you

- Discuss the political, economic, *and/or* social impacts of the automobile on the United States

Guidelines:

In your essay, be sure to

- Develop all aspects of the task
- Incorporate information from *at least five* documents
- Incorporate relevant outside information
- Support the theme with relevant facts, examples, and details
- Use a logical and clear plan of organization, including an introduction and a conclusion that are beyond a restatement of the theme