

## **HIST 4571 / Response No. 2**

Due in class on Monday, October 15, 2018

No emailed copies accepted.

Write a 2-page response to the following questions, devoting about one page to each question. Make sure to follow the following requirements:

- Your text should be single-spaced
  - Use 12-pt Times Roman font
  - Feel free to quote from the articles but please do not quote anything beyond 2-3 lines at the most; in other words, you should use quotes sparingly. The idea is to hear your analysis of the source material;
  - You do not need to use footnotes or citations, except to refer to page numbers from the assigned readings. Feel free to refer to other sources we have used in class.
1. In the article by Kline and Pinch, the authors talk about “relevant social groups” in terms of the early development of the automobile in the United States. Describe each of these social groups, explaining why each group is “relevant” to the story. In terms of the “social construction” of the automobile, explain how gender shaped the different understandings of the automobile and ultimately their meaning in American rural culture. Conclude with a short paragraph on whether automobiles were/are inherently political artifacts depending on their particular relevance to a social group. (Think back also to the article we read earlier by Langdon Winner entitled “Do Artifacts Have Politics?”).
  2. In the reading from *Technology Matters* by Nye, he introduces the idea (on pg. 56) that “[m]ost historians of technology are contextualists or internalists.” Explain what Nye means, using specific examples of how each approach can offer very different insights on the history of the same technology. Do you think Bruno Latour—he is the author of the third reading for today—is a contextualist or an internalist? Explain with examples.