

FOR TEACHERS ONLY

THE UNIVERSITY OF THE STATE OF NEW YORK

GRADE 5

ELEMENTARY-LEVEL SOCIAL STUDIES TEST

RATING GUIDE

BOOKLET 2 DOCUMENT-BASED QUESTION (DBQ)

NOVEMBER 18, 2004

Updated information regarding the rating of this examination may be posted on the New York State Education Department's web site during the rating period. Visit the site <http://www.emsc.nysed.gov/osa/> and select the link "Examination Scoring Information" for any recently posted information regarding this examination. This site should be checked before the rating process for this examination begins and at least one more time before the final scores for the examination are recorded.

Contents of the Rating Guide

For **Part III A** (scaffold questions):

- A question-specific rubric

For **Part III B** (DBQ) essays:

- A content-specific rubric
- Prescored anchor papers. Score levels 4 and 1 have two papers each, score levels 3 and 2 have three papers each, and score level 0 has one paper. They are ordered by score level from high to low.
- Commentary explaining the specific score awarded to each paper
- Five prescored practice papers with scoring commentaries

Mechanics of Rating

The following procedures are to be used in rating papers for this test. More detailed directions for the organization of the rating process and procedures for rating the examination are included in the *Test Manual for Administrators and Teachers for the Grade 5 Elementary-Level Social Studies Test*.

Rating the Part III B Essay Question

(1) Follow your school's procedures for training raters. This process should include:

Introduction to the task—

- Raters read the task
- Raters identify the answers to the task
- Raters discuss possible answers and summarize expectations for student responses

Introduction to the specific rubric and anchor papers—

- Trainer leads review of specific rubric with reference to the task
- Trainer reviews procedures for assigning holistic scores, i.e., by matching evidence from the response to the rubric
- Trainer leads review of each anchor paper and commentary

Practice scoring individually—

- Raters score a set of papers independently without looking at the scores and commentaries provided
- Trainer records scores and leads discussion until the raters feel confident enough to move on to actual rating

(2) When actual rating begins, each rater should record his or her individual rating for a student's essay on the rating sheet provided, *not* directly on the student's essay or answer sheet. The rater should *not* correct the student's work by making insertions or changes of any kind.

(3) Each essay must be rated by at least two raters; a third rater will be necessary to resolve scores that differ by more than one point. Do *not* round up essay scores.

Rating the Part III A (Scaffold) Questions

- (1) Follow a similar procedure for training raters.
- (2) The scaffold questions need only be scored by one rater.
- (3) The scores for each scaffold question may be recorded in the student's test booklet.
- (4) Each correct response in Part III A has a score of 0.5.
- (5) If the total Part III A score ends in .5, round **up** to the *nearest* whole number before recording the total Part III A score.

The scoring coordinator will be responsible for organizing the movement of papers, calculating a final score for each student's essay, recording that score on the student's Part I answer sheet *or* on the last page of test booklet 2, and determining the student's final test score. The conversion chart for this test is located on the Department's web site <http://www.emsc.nysed.gov/osa/>. This November 2004 chart must be used for determining the final test score.

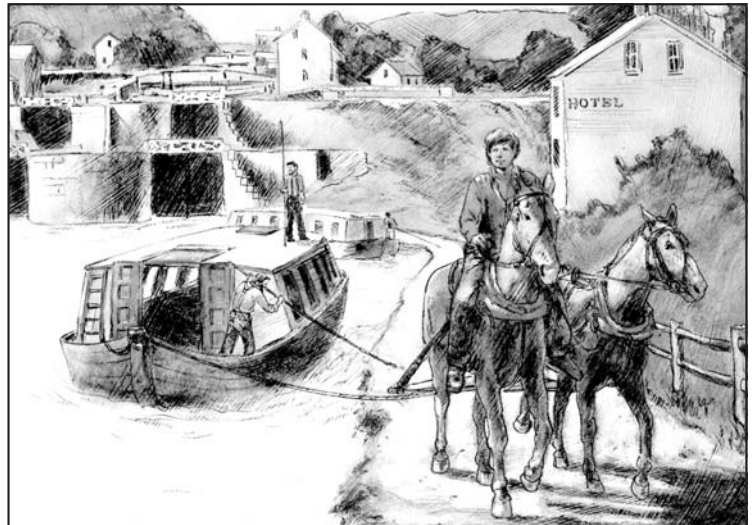
Grade 5 Elementary-Level Social Studies
Part III A—Content Specific Rubric
Short-Answer Questions—November 2004

Scoring Notes:

1. Correct responses in Part III A are awarded $\frac{1}{2}$ credit. The maximum number of credits for this part of the test is **6**.
2. If a student's **total** credits ends in 0.5, round **up** to the *nearest* whole number. For example, if the total credit for Part III A is 4.5, round up to 5 and place that score on the student's Part I answer sheet *or* on page 8 of test booklet 2 *and* on the back cover of test booklet 2.

Document 1

In 1825, the Erie Canal was completed. New York now had a transportation route from the Great Lakes to the Hudson River which led to New York City. The cost of shipping wheat from western New York to New York City dropped from \$100 a ton to \$5 a ton. It took only nine days to get to New York City by canal, but it took twenty days by horse and wagon.



Source: R. Conrad Stein, *The Story of the Erie Canal*, Childrens Press (adapted)

Question 1 According to this document, what were the *two* major advantages that the Erie Canal brought to farmers and businesses in western New York State?

Score of 1.0 or 0.5:

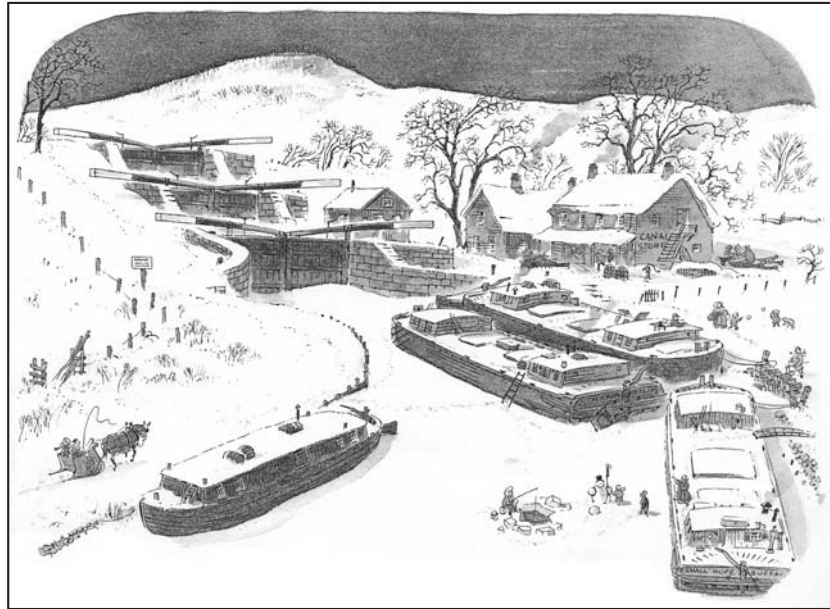
- Award $\frac{1}{2}$ credit (up to a maximum of 1 credit) for each major advantage that the Erie Canal brought to farmers and businesses in western New York State *as stated in this document*
Examples: cost of shipping goods went down; faster; cheaper; easier; took fewer days to get to and from New York City compared to horse and wagon; had a water transportation route from the Great Lakes to the Hudson River which led to New York City; farmers could ship wheat much cheaper by canal

Score of 0:

- Incorrect response
Examples: a year-round transportation route; it took 20 days by horse; \$100 a ton
- Vague response that does not answer the question
Examples: farmers can ship stuff; wheat was shipped; the Erie Canal was completed
- No response

Document 2

Canal in Winter



Source: Peter Spier, *The Erie Canal*, Doubleday and Co.

Train Pulling Out of Station in Winter



Source: Photograph provided by Lawrence Doherty, Jim Shaughnessy, *The Rutland Road*, Syracuse University Press (adapted)

Document 2

Question 2 Based on these two pictures, what advantage did trains have over canal boats in the winter?

Score of 0.5

- States an advantage that trains had over canal boats in the winter *as shown in the pictures*
Examples: trains could still operate in the cold weather; the water in canals froze and canals could not be used; trains could go through the snow and boats could not

Score of 0:

- Incorrect response
Examples: trains had no advantage; you would be warmer in winter; trains would be safer
- Vague response that does not answer the question
Examples: in the winter, it was too cold to go on a boat; it snows in the winter
- No response

Document 3



Source: F. Daniel Larkin et al., *New York Yesterday and Today*, Silver Burdett & Ginn

Railroads were cheaper to build than canals. They could cross mountains, and they were fast. A journalist noted the time saved on a train trip from Ballston, New York, to Troy, New York, in the 1830s. This train trip took two hours to travel 26 miles. If the journalist had taken a boat trip along the Erie Canal, it would have taken six hours to go 26 miles.

Question 3a State the time it took to travel 26 miles by railroad and by boat.

Note: The response for *railroad* is scored separately from the response for *boat*. The correct time for each method of transportation must be placed on the appropriate line in the test booklet. If the information is reversed, award no credit.

Railroad:

Score of 0.5:

- States that it took **two hours** to travel 26 miles by railroad

Score of 0:

- Incorrect response
Examples: two days, six hours, *or* any other response that does *not* indicate **two hours** of travel
- No response

Canal:

Score of 0.5

- States that it took **six hours** to travel 26 miles by canal

Score of 0:

- Incorrect response
Example: six days, two hours, *or* any other response that does *not* indicate **six hours** of travel

Question 3b According to this document, *other than* being faster, what were *two* advantages railroads had over canals?

Score of 1.0 or 0.5:

- Award ½ credit (up to a maximum of 1 credit) for each stated advantage (other than being faster) that the railroad had over canals
Examples: railroads were cheaper to build than canals; railroads could cross mountains; trains went where canals could not

Score of 0:

- Incorrect response
Examples: faster; safer; railroads saved time; railroads were faster
- Vague response that does not answer the question
Examples: cheap
- No response

Document 4

Major Railroads in the 1850s



Source: Drewry, Green et al., *United States History Beginnings Through the Reconstruction*, Charles Merrill Publishing (adapted)

During the 1850s, a series of major railroads and branch lines crisscrossed the nation. New York City and Chicago became major rail centers, and all the principal [important] northern cities were joined together by rail.

Question 4 According to this document, what effect did the railroads and branch lines have on the United States?

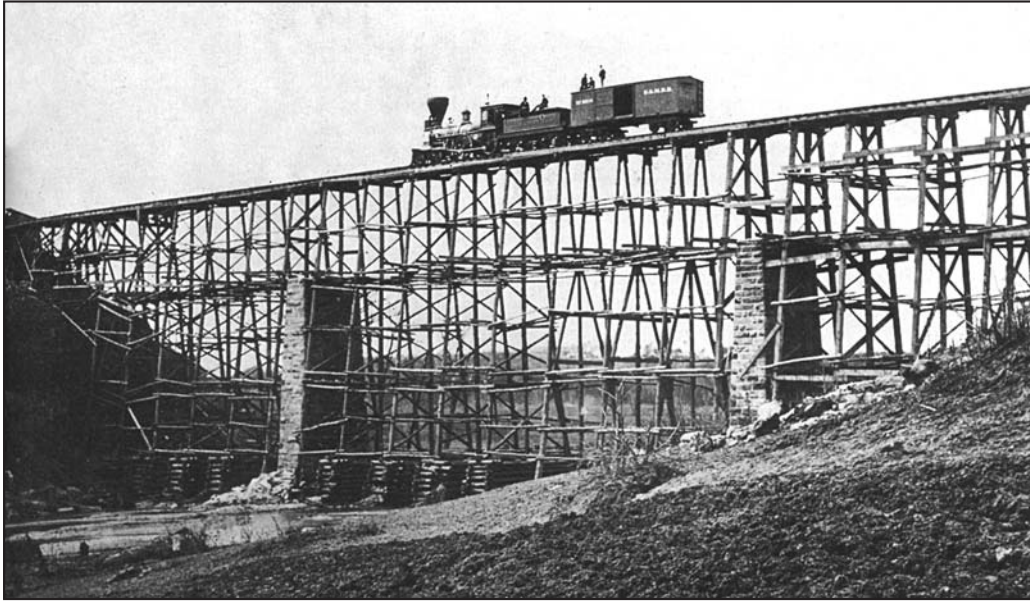
Score of 0.5:

- States an effect that railroads and branch lines had on the United States *as shown in the document*
Examples: they crisscrossed the nation; they linked all the main northern cities by rail; New York and Chicago became major rail centers; they linked the nation; Northern and Southern cities were linked by rail; it was easier to get between cities; it was easier to get from place to place; cities grew; Chicago became a big rail center because a lot of railroad lines went there

Score of 0:

- Incorrect response
Examples: they took up more space; the railroads do not crisscross
- Vague response that does not answer the question that does not answer the question
Examples: they joined together the railroads; they are connected together
- No response

Document 5



Source: Carter Smith, ed., *Bridging the Continent*, Millbrook Press

Early drawbacks delayed the acceptance of railroads. The first rails, made of wood covered with a strip of iron, broke frequently under heavy carloads. Soft roadbeds and weak bridges added to the hazards. Still, promoters believed in the future of train travel.

Engineers learned to build sturdier bridges and solid roadbeds. They replaced the wooden rail with a T-shaped cast-iron rail. Such improvements made railroad travel safer, faster, and more efficient. Soon, Americans looked hopefully to the railroads as they once had to the canal to ship goods and people.

Question 5 Name *three* improvements the railroad industry had to make to replace canals as the most popular method of transporting goods and people.

Score of 1.5, 1.0, or 0.5:

- Award $\frac{1}{2}$ credit (up to a maximum of $1\frac{1}{2}$ credits) for each *different* improvement the railroad industry had to make to replace canals as the most popular method of transporting goods and people

Examples: build sturdier bridges; build solid roadbeds; replace wooden rails with iron rails; make railroad travel safer; make railroad travel faster; make railroad travel more efficient

Note: If the student provides the same response more than once, using slightly different language, award only $\frac{1}{2}$ credit for one response.

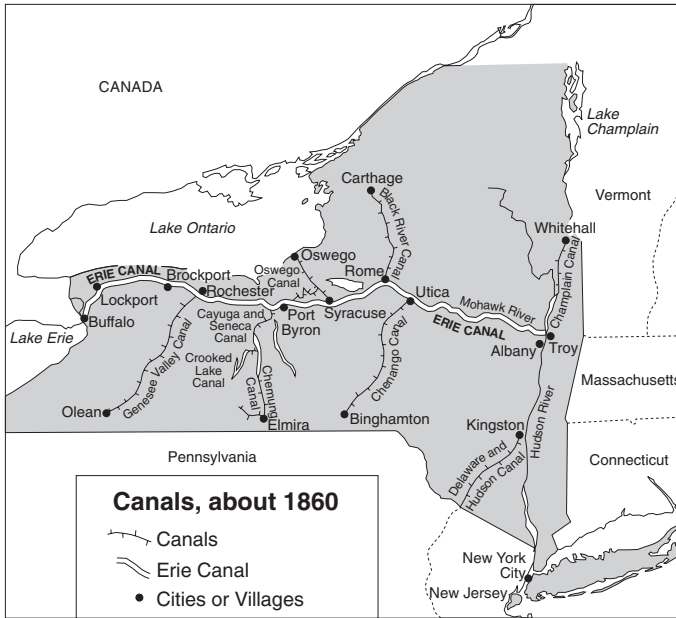
Example: transport goods faster; make railroads faster

Score of 0:

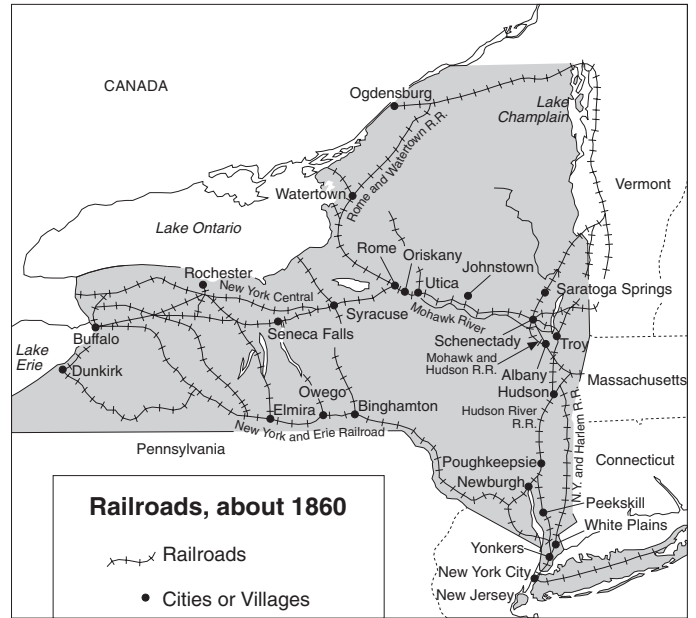
- Incorrect response
Examples: rails that frequently broke under heavy carloads; soft roadbeds; weak bridges
- Vague response that does not answer the question
Examples: metal railroads; wooden railroads; belief in the future of train travel
- No response

Document 6

Canals in N.Y. State



Railroads in N.Y. State



Source: F. Daniel Larkin et al., *New York Yesterday and Today*, Silver Burdett and Ginn

Question 6 Based on these maps, what advantage did railroads have over canals in New York State?

Score of 0.5:

- States an advantage that railroads had over canals in New York State *as shown in the maps*
Examples: railroads linked more cities together than canals did; canals did not run throughout New York State; railroads went more places than canals; railroads went to Long Island, Vermont, and/or northern New York State; railroad tracks were found throughout New York State; canals did not go to as many places; railroads were all over New York

Score of 0:

- Incorrect response
Examples: railroads were faster; railroads could operate all year long; railroads were all over America; more people like railroads
- Vague response that does not answer the question
Example: they can go farther than canals; railroads went north
- No response

The maximum score for Part III A is 6.

Grade 5 Elementary-Level Social Studies
Part IIIB—Content Specific Rubric
Document-Based Question—November 2004

Historical Background:

Prior to 1860, the Erie Canal and other smaller canals were the primary method of transporting goods and people throughout New York State. By 1860, the railroad was rapidly replacing canals as the most popular method of transportation in New York State and across the nation.

Task: Write about the different reasons that railroads replaced canals as the most popular method of transportation

Key Ideas from the Documents

Document	Reason that railroads replaced canals as most popular method of transportation
1	Erie Canal completed in 1825. Erie Canal connected Great Lakes to Hudson River and New York City. Erie Canal lowered shipping costs of wheat from western New York to New York City from \$100 a ton to \$5 a ton (compared to shipping by horse and wagon). Erie Canal reduced travel time from western New York to New York City from 20 days by horse and wagon to only nine days by canal.
2	Trains could operate in the winter. Water in canals froze in winter so canals could not be used.
3	Railroads were cheaper to build than canals. Railroads could cross mountains. Railroads were faster. (A trip of 26 miles took 2 hours by train and 6 hours by canal boat.)
4	By the 1850s, major railroads and branch lines crisscrossed the nation. New York and Chicago were major rail centers. All the principal northern cities and many southern cities were linked by rail.
5	Acceptance of railroads was slow, but improvements in the railroad industry led to railroads replacing canals in transporting goods and people. Improvements were made in the railroad industry so that railroad travel became safer, faster, and more efficient: sturdier bridges, more solid roadbeds, cast-iron rails.
6	Railroads linked more places in New York State in 1860 than canals did. Railroads went into northern New York State, Vermont, and Long Island.

How to determine the number of documents used in a response:

1. Using, referring to, or making an inference from information in either the text or in the graphic provided in a given document constitutes the use of that document.
2. Using separate or multiple pieces of information from a graphic and/or text found on the same page constitutes the use of *only one* document.

Score of 4:

- Thoroughly addresses the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Consistently uses accurate data from at least *four* documents (see Key Ideas chart)
- May include relevant outside information related to the reasons that railroads replaced canals as the most popular method of transportation
- Develops ideas fully, using supporting evidence such as examples, reasons, details, explanations, and generalizations that are relevant and appropriate
- Demonstrates a logical plan of organization and coherence in the development of ideas, including an introduction, body, and conclusion
- Consistently expresses ideas clearly about the different reasons that railroads replaced canals as the most popular method of transportation

Score of 3:

- Addresses the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Generally uses accurate data from some of the documents
- Develops ideas satisfactorily with adequate supporting evidence
- Uses a general plan of organization; may use a list style format; may lack an introduction and/or a conclusion
- Generally expresses ideas clearly about the different reasons that railroads replaced canals as the most popular method of transportation

Score of 2:

- Minimally addresses the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Makes limited use of the documents; may only restate the contents of the documents; may include irrelevant or inaccurate information
- Demonstrates weakness in development of ideas with little supporting evidence
- Organizes information but is weak and may go off the topic; may list examples without tying them together; may lack an introduction and/or a conclusion; may lack focus
- Expresses ideas about the different reasons that railroads replaced canals as the most popular method of transportation but does not do so fully and clearly

Score of 1:

- Shows a limited understanding of the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Fails to use documents or makes vague or unclear references to the documents
- Does not use specific information to support ideas or uses information that is not relevant or accurate
- Lacks a plan of organization
- Does not express ideas clearly about the different reasons that railroads replaced canals as the most popular method of transportation

Score of 0:

- Fails to answer the question or is totally unrelated to the topic
- Uses no accurate data
- Is illegible or so many words cannot be read that no sense can be made of the response
- Is incoherent, i.e., words are legible but syntax is so garbled that no sense can be made
- Is a blank paper

The Differences Between Canals And Rail Roads in the 1800's

During the 1800's canals were being built, but soon after a more efficient way of traveling was starting to be used.

People were traveling on the rail road.

I will tell you about why the rail roads replaced the canals as a more popular way of transportation.

In the dead of winter when snow was falling on the canals and they were beginning to freeze boats could not travel on them anymore. At the same time the rail roads could bear the frozen tracks. During that time (in the winter) one of the only means to travel was the rail road.

Rail roads were cheaper to build than canals. They could cross mountains. By boat it took 6 hours to go 26 miles and by rail road it only took 2 hours to go the same distance.

At about 1860 rail roads could travel to many different towns in New York. There was only one canal and it went through "part" of New York. Rail roads could take people to many other places besides the same route that the canal went on. The rail road was much more expanded, and it took different forks to different villages.

After the improvements of the rail roads took place, Americans looked up to the rail road as the main means

of transportation. Some accidents did take place in rail road history. In some years bridges fell over and sometimes the railing wasn't sturdy enough. Engineers did learn from these mishaps so they built sturdier bridges and rails.

During the 1850's rail roads could travel to many main stations throughout the United States. This could get people to different states in a short period of time. This was a great improvement in rail road history.

Now I have enriched your knowledge on The Rail Roads and The Erie Canal. I have also told you about their differences and similarities.

Anchor Level 4–A

The response:

- Thoroughly addresses the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Consistently uses accurate data from documents 2, 3, 4, 5, and 6 with an inaccuracy (there was only one canal and it went through “part” of New York)
- Includes some outside information related to the reasons that railroads replaced canals as the most popular method of transportation (this could get people to states in a short period of time)
- Develops ideas fully, using supporting evidence (at about 1860 railroads could travel to many different towns in New York)
- Demonstrates a logical plan of organization and coherence in the development of ideas, including a strong introduction and a conclusion
- Consistently expresses ideas clearly about the different reasons that railroads replaced canals

Conclusion: Overall, this response best fits the criteria for Level 4. The response accurately restates facts and details in an organized, original manner with a minimum of copied wording from the documents. Many examples are used to explain why the railroads replaced the canals as the most popular method of transportation. The few spelling errors, such as “affisiant,” “knoledge,” and “tranceportation,” do not detract from the understanding of the content. The response contains a good introduction and conclusion. The inaccuracy is a minor misinterpretation of the map and does not detract from the overall score of 4.

Prior to 1860, the Erie Canal and other smaller canals were the primary method of transporting goods and people throughout New York State. By 1860, the railroad was rapidly replacing canals as the most popular method of transportation in New York State and across the United States. There are many reasons that railroads replaced canals as the most popular method of transportation.

First, the water in the winter time would freeze up so nobody would be able to travel on the canal because it wouldn't be able to go anywhere. Also when the boat would go through the locks the water wouldn't be able to get higher or get lower. Trains would be good in the winter because it runs on tracks and like how water freezes the track can't freeze up. The train could travel all the time and get there faster.

Second, if you took the Erie Canal to Troy it would take you 6 hours.

Now if you took a train to Troy you could go 26 miles in 2 hours. Trains were cheaper to build than a canal was so you could probably build a lot of train tracks

in a month or a couple of days. Also trains could go up mountains and hills.

Third, over the years trains have made big improvements to make the trip safer, faster, and more efficient. For example, to make it more safer engineers learned to construct sturdier bridges and solid roadbeds. They replaced the wooden rail with a T-shaped cast iron rail. After the big improvements people hopefully looked to the railroads as they did to the canal to bring people on board and ship goods.

In conclusion trains became more better than the Erie canal in many different ways. Still today people all over the world use train and subways to get to the place where they need to get.

Anchor Level 4–B

The response:

- Thoroughly addresses the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Consistently uses accurate data from documents 2, 3, and 5
- Includes outside information related to the reasons that railroads replaced canals as the most popular method of transportation (when the boat would go through the locks [in the winter time] the water wouldn't be able to get higher or get lower; trains would be good in the winter because it runs on tracks and like how water freezes the track won't freeze up)
- Develops ideas fully, using supporting evidence (trains were cheaper to build than a canal was so you could probably build a lot of train tracks in a month or a couple of days)
- Demonstrates a logical plan of organization and coherence in the development of ideas, including an introduction and a conclusion
- Consistently expresses ideas clearly about the different reasons that railroads replaced canals

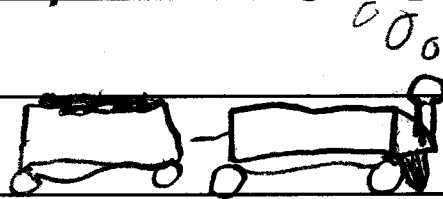
Conclusion: Overall, this response best fits the criteria for Level 4. Even though only three documents were used, the response is well written with sufficient supporting evidence to maintain a score level of 4. The response gives numerous examples and uses given facts to reason and reach additional outcomes such as “the train could travel all the time and get there faster” and “people all over the world use train and subway to get to the place where they need to get.”

Why did people replace canals with railroads. One reason is because many people wanted to get places fast. So they built the railroad. At first railroads frequently broke and were dangerous. When they replaced wood with iron trains were faster, safer, and more efficient.

Another reason why they replaced canals with railroads is because canals would freeze in the winter. Also railroads cost less.

The main reason people replaced canals with railroads are because there were a lot more railroads than canals and

railroads would save a lot of
time. And most all people prefer
getting places fast than slow.
That is why I think railroads
replaced canals.



Anchor Level 3–A

The response:

- Addresses the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Generally uses accurate data from documents 2, 5, and 6
- Develops ideas satisfactorily with adequate supporting evidence (when they replaced wood with iron trains were faster, safer and more efficient)
- Uses a general plan of organization with a good introduction but a weak conclusion
- Generally expresses ideas clearly about the different reasons that railroads replaced canals

Conclusion: Overall, this response best fits the criteria for Level 3. This response is concise, using accurate data with adequate supporting evidence, but lacks follow-through information. For example, the response states why the canal could not be used in the winter but does not mention why the railroad could.

Prior to 1860, the Erie Canal and other smaller canals were the primary method of transferring goods and people throughout New York State. By 1860, the railroad was rapidly replacing canals as the most popular method of transportation in New York state and across the United States. This essay will tell about the different reasons that railroads replaced canals as the most popular method of transportation.

First, according to document 1, the Erie Canal was completed in 1825. New York now had a transportation route from the Great Lakes to the Hudson River which led to New York City. The Erie Canal took nine days to get to New York City, but it took twenty days by horse and wagon.

Second, referring to document 2, trains could ship goods in the winter. One advantage that trains had was that snow hardly affected the trains during the winter. The Erie Canal on the other hand had a problem because the canal was probably frozen.

Third, as seen in document 3, railroads were cheaper to build than canals. Trains could cross over mountains and they were fast. A journalist noted the time saved on one trip from Ballston, New York, to Troy, New York. It took only two hours to go 26 miles, compared to six hours on the Erie Canal.

Lastly, as stated in document 5, early drawbacks delayed the acceptance of railroads. The first rails, made of wood covered with a strip of iron, broke frequently under heavy carloads. Engineers learned to construct sturdier bridges and

Solid roadbeds.

In conclusion, trains replaced canals for the reasons stated above.

Anchor Level 3–B

The response:

- Addresses the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Generally uses accurate data from documents 1, 2, 3, and 5
- Develops ideas satisfactorily with adequate supporting evidence (snow hardly effected the trains during the winter; the Erie Canal on the other hand had a problem because the canal was probably frozen)
- Uses a general plan of organization with an introduction and a weak conclusion
- Generally expresses ideas clearly about the different reasons that railroads replaced canals

Conclusion: Overall, this response best fits the criteria for Level 3. Even though four documents are used, details from document 5 do not directly support the task. This paragraph discusses problems with the railroads rather than the reasons that railroads became more efficient and replaced canals.

The Erie Canal was built in 1825. Everyone went on the canal for transportation, from the Great Lakes to the Hudson River. They also went on the canal for shipping goods, from western New York to New York City. Donkeys or horses transport the boat on place to another.

Railroads better in the winter. Why? because canals can't go or move. They also can't transport people or ship goods. Railroads in the winter ship goods and transport people.

In 1850 major railroads and branch lines crisscrossed the nation. It happened mostly in New York and Chicago.

In the early drawlocks, railroads were made out of wood and it was too dangerous to people. So then engineers made railroad tracks out of steel. After it was

finished it was much safer, faster, and more efficient.

In 1860 railroads were more popular.

There were more railroads than canals that means railroads transport more goods and people than the canal boats.

That's what happened with railroads and canals.

Anchor Level 3–C

The response:

- Addresses the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Generally uses accurate data from documents 1, 2, 4, 5, and 6
- Develops ideas satisfactorily with adequate supporting evidence except for the explanation about why the railroads are better in the winter
- Uses a general plan of organization with a good introduction and conclusion
- Generally expresses ideas clearly about the different reasons that railroads replaced canals

Conclusion: Overall, this response best fits the criteria for Level 3. Most of the reasons for the railroads replacing the canals provide adequate supporting evidence. However, the response does not fully explain that ice is a problem for canal boats nor does it explain the advantages of railroads crisscrossing the nation.

In the olden days the canals were the main source of travel but now they have been replaced by trains. The reason that trains are better is because if you went to Troy from Ballston by train it would take only 6 hours but by canal it would take 2 days. Also, trains can run all year round but canal boats can't function in the winter. Plus railroads were cheaper to build and was faster.

And another thing canal
can only make water is
and can't be used in the
desert. But railways
can be made in the
desert and there
are train bridges tunnels
and under ground
railways. And also
canals could break
and towns and farms
could be flooded. But
train tracks won't really
hurt the land very
much and with a train
that's there's no
chance of a flood.

And in conclusion
at the time the canal
was good but soon trains
became more useful
and cheaper to build and
that's why trains are
better than a canal.

Anchor Level 2–A

The response:

- Addresses the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Makes limited use of documents 2 and 3
- Includes some outside information related to the reasons that railroads replaced canals as the most popular method of transportation (railways can be made in the desert and there are train bridges, tunnels and underground railways; canals could brake and towns and farms could be flooded)
- Demonstrates weakness in development of ideas and includes some inaccurate information (but train tracks won't really hurt the land very much and with train tracks there's no chance of a flood; canals can't be used in the desert)
- Organizes information but is weak and lacks focus
- Expresses ideas about the different reasons that railroads replaced canals but does not do so fully and clearly

Conclusion: Overall, this response best fits the criteria for Level 2. The response is weak in its development of ideas and contains inaccurate information. Information from two documents was used with some outside information. Although the outside information is relevant to some extent, the broad generalizations do not support the specific reasons that by 1860 railroads were replacing canals as the most popular method of transportation in New York State and the nation.

~~Some reasons why the railroads~~ replaced canals and became the most popular method of transportation. First, the railroads were faster than canals. Next, railroads could go more places than canals could. Last, railroads could run in the winter but canal boats could not. Those are some reasons why railroads replaced canals and became the most popular method of transportation.

Anchor Level 2–B

The response:

- Minimally addresses the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Makes limited use of documents 2, 3, and 6
- Demonstrates weakness in development of ideas by only briefly stating reasons that railroads replaced canals with no supporting evidence
- Organizes information but is weak and brief
- Expresses ideas about the different reasons that railroads replaced canals but does not do so fully and clearly

Conclusion: Overall, this response best fits the criteria for Level 2. The response is brief but organized. It demonstrates an understanding of the task, but does not develop the theme or provide any supporting details.

In the Erie Canal it was much harder for the Erie canal to get through the snow than the trains. The took trains were much faster than the boats in the snow time.

Railroads were cheaper to build than canals. You would be saving a lot of money if you took the railroad than the canal. You should choose the railroad because it is a lot faster and you would save a lot of money and time. People would have more money by taking the railroad.

Anchor Level 2–C

The response:

- Minimally addresses the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Makes limited use of documents 2 and 3, restating the contents of the documents
- Demonstrates weakness in development of ideas with little supporting evidence
- Organizes information but is weak and repeatedly states that you can save a lot of money by taking the railroads; lacks an introduction and a conclusion
- Expresses ideas about the different reasons that railroads replaced canals but does not do so fully and clearly

Conclusion: Overall, this response best fits the criteria for Level 2. The response makes minimal use of documents 2 and 3 without any supporting details. The response inaccurately infers that people will save money by taking the train because railroads are cheaper to build.

The railroads replaced canals as the most popular method of transportation better. According to Document 1 that the train is much faster than a boat because it takes a boat twenty days and the train could get there at six hours that's why it takes a boat longer than a train because it is slower than a train a train could go much faster than a boat because a train could go everywhere by rail road that's why a train is faster.

According to Document two the Boat can not go any where because it can not go over a river because it will fall down and turn over and the person will die who's ever in the boat that why a train is so much better than a boat because it could go over the river and it could go over a ocean because it got rail road over the river and over all most any thing but you could travel in train to go to othe contry.

According to Document
3 the train was around
the 1800's an 1900's.

Anchor Level 1–A

The response:

- Shows a limited understanding of the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Makes vague and unclear references to documents 1, 2, and 3 (it could go over a ocean because it got rail road over the river and over all most anything but you could travel in a train to go to other country)
- Uses inappropriate and inaccurate information to support ideas (a train could faster than a boat because a train could go everywhere by rail road that's why a train is faster; [boat] cannot go over a river because it will fall down and turn over and the person will die)
- Lacks a plan of organization; goes off the topic
- Does not express ideas clearly about the different reasons that railroads replaced canals

Conclusion: Overall, this response best fits the criteria for Level 1. Although some documents were used to develop the response, inaccurate conclusions are drawn and misinformation is given. The response wanders off the topic and is somewhat incoherent, but it does minimally address the task.

I think that the reasons that
railroads replaced canals as the
most popular method of
transportation because railroads
were cheaper to build than
Canals.

Anchor Level 1–B

The response:

- Shows a very limited understanding of the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Makes a vague reference to document 3 (railroads were cheaper to build than canals)
- Does not use specific information to support ideas
- Lacks a plan of organization
- Expresses a single idea about one reason that railroads replaced canals

Conclusion: Overall, this response best fits the criteria for Level 1. The one-sentence response states that the railroads were cheaper to build but lacks any other details from the documents. The response demonstrates a very limited ability in essay writing but does minimally address the task.

Back in the days
when the bridges were made
of wood, it was dangerous
the wood's could get old
a fall down, and and
the train driver would
not see that the tracks
are not, there and fall
and then the construction
worker's get mad because
they tryed so hard on that,

Anchor Level 0

The response:

- Fails to answer the question
- Clearly demonstrates a lack of understanding of why the railroads replaced canals as the most popular method of transportation
- Uses no accurate data

Conclusion: Overall, the response best fits the criteria for a Level 0. Document 5 is completely misinterpreted. The response focuses on the dangers of wooden bridges and does not address the issue of why railroads replaced canals as the most popular method of transportation.

In 1860 that's when the Erie Canal was redone again. The railroad was build to. So every body was happy because they can transport goods to another place. When it was winter the canals had a hard time to get to the place where they where going. While the train was going straight to the place without stopping at all. So when it was snowing the canals had to use horses to ride them to the place.

The reason why railroad trains replaced canals because trains were able to go over anything including water, and mountains. The reason the trains were able to go over water because they built long and big sturdy bridges that went over water. The big reason why trains replaced canals was that in the winter time the canals were all frozen and the boats weren't able to go anywhere, but the trains were they were able to go fast in the winter and go anywhere.

Around 1860, trains were replacing canalboats as the most popular transportation.

One reason trains replaced canals is that trains could move in the winter, while boats couldn't. The canal froze up and waited for spring, but the trains kept going. (Document 2)

Another reason trains replaced canals is that Railroads were much more convenient than a canal. Railroads were cheaper to build than canals, they were much faster, and they could climb mountains. (Document 3)

A third reason railroads replaced canals is that railroads went to many more places than canals. In New York, railroads linked many more cities than canals did. (Document 6)

In the 1850's, every principal northern city was linked by rail. (Document 4)

In conclusion, railroads were a much better form of transportation than canals. They could run in winter, they were more convenient, and they linked more cities.

The Erie canal got better out by train in many ways. The train was more advanced than the Erie canal.

When the railroad was built it took over the Erie canal. In document 2 it shows why trains can go in snow and they could not use the canal in winter. In the winter the Erie canal froze. While in the winter the railroads did not freeze. In document 3 it shows that the railroads took less time than the Erie canal. When you wanted to go 26 miles on the railroad it would take 2 hours. When you want to travel 26 miles on Erie canal you would have to spend 6 hours on the boat. In document 6 it shows

there are more railroads than Erie canals. Since there are more railroads than Erie canals the railroad can make more stoppes. IN DOCUMENT 5 it shows why railroads got some advantages. when you where on railroad you had different carts and are able to move around more. when your on the Erie canal your on a little boat and going on a sawat of stright rout. Also when your on the Erie canal you have very little room for anything.

So the railroad is a better way to travel then the Erie canal. when the people wanted to travel back then they probly wanted to take the railroad not the Erie canal.

The different reasons that railroads replaced canals was the most popular method of transportation. In this essay reasons will tell why.

One reason this happened was canals took days to get from one place to another. An example is it took nine days to get to New York city just by canal and twenty day by horse and wagon. (Doc. 1)

Another reason this happened was trains could get by snow with out getting stuck. An example is canals would get stuck in the ice and trains could just go by it. (Doc. 2)

A third reason is trains were faster, cheaper and it saved time. A reason is trains could go 26 miles per hour. Trains were cheaper because it cost littler to build tracks. (Doc. 3)

A final reason is railroads were all over New York state. An example is it would be faster to get around if there were more railroads and stations. (Doc. 4)

That's different reasons that railroads replaced canals as the most popular method of transportation.

Practice Paper A—Score Level 1

The response:

- Shows a limited understanding of the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Makes a vague and unclear reference to document 2 (when it was winter the canals had a hard time to get to the place where they were going)
- Uses inaccurate information to support ideas (the train was going straight to the place without stopping at all; so when it was snowing the canals had to use horses to ride them to the place)
- Lacks a plan of organization and contains an inaccurate introductory statement
- Does not express ideas clearly about the different reasons that railroads replaced canals

Conclusion: Overall, this response best fits the criteria for a Level 1. The response shows a very poor understanding of the task. The information from document 2 was inaccurately interpreted, leading to irrelevant statements. However, the limited use of some accurate information does minimally address the task.

Practice Paper B—Score Level 2

The response:

- Minimally addresses the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Makes limited use of documents 2, 3, and 5
- Demonstrates weakness in development of ideas with little supporting evidence
- Organizes information and stays on topic but is weak; lists examples without tying them together; lacks an introduction and a conclusion
- Expresses ideas minimally about the different reasons that railroads replaced canals but does not do so fully and clearly

Conclusion: Overall, this response best fits the criteria for Level 2. The response makes minimal use of supporting information and does not tie the reasons together.

Practice Paper C—Score Level 4

The response:

- Thoroughly addresses the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Consistently uses accurate data from documents 2, 3, 4, and 6
- Develops ideas fully, using supporting evidence (in New York, railroads linked many more cities than canals did; railroads were cheaper to build than canals, they were much faster, and they could climb mountains)
- Demonstrates a logical plan of organization and coherence in the development of ideas, including an introduction and a good conclusion
- Consistently expresses ideas clearly about the different reasons that railroads replaced canals

Conclusion: Overall, this response best fits the criteria for Level 4. Even though it is concise, it is well-written with a logical sequence of accurate data. The response interprets and expresses facts in an original manner with a minimum of copying directly from the documents.

Practice Paper D—Score Level 3

The response:

- Addresses the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Generally uses accurate data from documents 2, 3, 5, and 6
- Includes some relevant outside information (when you were on railroad you had different carts and are able to move around more)
- Develops ideas satisfactorily with adequate supporting evidence (while in the winter the railroads did not freeze)
- Uses a general plan of organization
- Generally expresses ideas clearly about the different reasons that railroads replaced canals

Conclusion: Overall, this response best fits the criteria for Level 3. The response demonstrates an understanding of the task by selecting information from the documents, and then rephrasing the information. The lack of clarity in the interpretation of document 5 detracts from the focus of the response.

Practice Paper E—Score Level 3

The response:

- Addresses the task of writing about the different reasons that railroads replaced canals as the most popular method of transportation
- Generally uses accurate data from documents 1, 2, 3, and 6 but contains several inaccuracies (trains could go 26 miles per hour; canals would get stuck in the ice; cites document 4 when providing information from document 6)
- Develops ideas satisfactorily with some supporting evidence (trains could get by snow without getting stuck)
- Uses a general plan of organization, including an introduction and a conclusion
- Generally expresses ideas clearly about the different reasons that railroads replaced canals

Conclusion: Overall, this response best fits the criteria for Level 3. The response uses a list-style format but includes enough supporting evidence to develop a satisfactory essay. The inaccuracies included in this paper weaken the response.

Grade 5 Elementary-Level Social Studies

Descriptions of Performance Levels

Performance Level	Range of Final Scores	Descriptions
4 Meeting the Standards with Distinction	85-100	Shows evidence of superior understanding of the content, the concepts, and the skills required for elementary-level achievement in each of the learning standards and key ideas assessed in social studies. Shows evidence of superior ability to apply the social studies content, concepts, and skills required for entering intermediate-level academic environments.
3 Meeting the Standards	65-84	Shows knowledge and understanding of the content, the concepts, and the skills required for elementary-level achievement of the five learning standards that are assessed in social studies. Shows the ability to apply the social studies content, concepts, and skills required for entering intermediate-level academic environments.
2 Not Fully Meeting the Standards	58-64	Shows only minimal knowledge and understanding of the content, the concepts, and the skills required for elementary-level achievement of the five learning standards that are assessed in social studies. Shows only minimal knowledge of the social studies content, concepts, and skills required for entering intermediate-level academic environments.
1 Not Meeting the Standards	0-57	Is unable to show proficiency in understanding the content, the concepts, and the skills required for elementary-level achievement in any or most of the learning standards and key ideas assessed in social studies. Is unable to show evidence of an ability to apply the social studies content, concepts, and skills required for entering intermediate-level academic environments.

Part III

Specifications Chart for Document-Based Question

TOPIC	STANDARDS TESTED
Reasons that railroads replaced canals as the most popular method of transportation in the late 1800s	Standards: 1, 3, and 4 Units: 7, 8, and 10

The *Chart for Determining the Final Test Score for the November 2004 Elementary-Level Social Studies Test*, normally located on this page will be posted on the Department's web site <http://www.emsc.nysed.gov/osa/> on the day of the examination. Conversion charts provided for the previous administrations of the Elementary-Level Social Studies Test must NOT be used to determine students' final scores for this administration.