In February 1974, Bradford Snell, a young government attorney, testified before the U.S. Senate that in the 1930s General Motors and allied highway interests deliberately conspired to replace electric trolleys with diesel-powered buses to destroy urban transit and pave the way for the private automobile. Without GM’s interference would the United States still have a viable streetcar system? We’ll begin this investigation with a 1996 PBS film, *Taken for a Ride*, a documentary that supports Snell’s argument. Then, we’ll turn to statistical data and other sources for a detailed examination of the conspiracy theory.

*Lyn Long* is a research specialist at the Institute of Transportation Studies, University of California, Irvine. Her interests include travel behavior, automobile ownership and use, and transportation/land use interactions. She has organized seven international policy conferences on topics including traffic congestion in high-growth suburban areas and travel implications of alternative forms of work. Lyn has been a member of the National Academy of Science's Transportation Research Board (TRB) since 1974 and was recently appointed to the group's Committee on Transportation History. In this capacity, she organized three sessions for TRB's Annual Meeting: "Travels through the Consumption Junction: Gender and Transportation in 20th Century America" (2001), "Yesterday's Tomorrows: Past Visions of America's Transportation Future" (2003) and "Technological Determinism or Social Choice? Moments in the History of Transportation" (2004). Lyn is a member of the Society for the History of Technology; the Society of American Archivists; and the International Association for the History of Transport, Traffic and Mobility (T²M). Next month, she will present a paper entitled, "As Akin to us as the Home in Which We Live: Women, the Car and the Cult of Domesticity", at T²M's second international conference in Dearborn, Michigan.