

## Où habitent les ouvriers de Renault Billancourt en 1949 ?

(et comparaison avec ceux de l'usine Panhard en 1950)

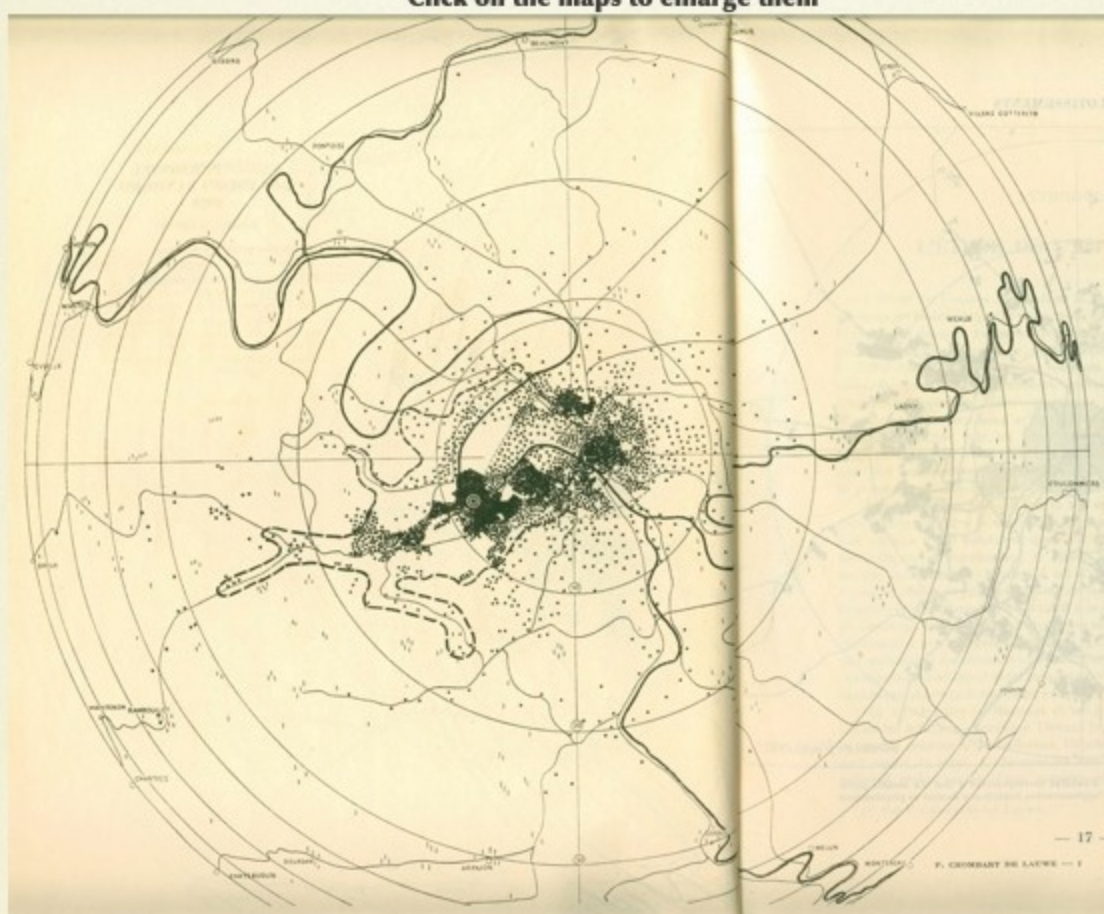
Extract from

*Paris and the Parisian agglomeration. Volume 1: Social space in a large city*

under the direction of Paul-Henry Chombart de Lauwe (graphic research: Jacques Bertin)

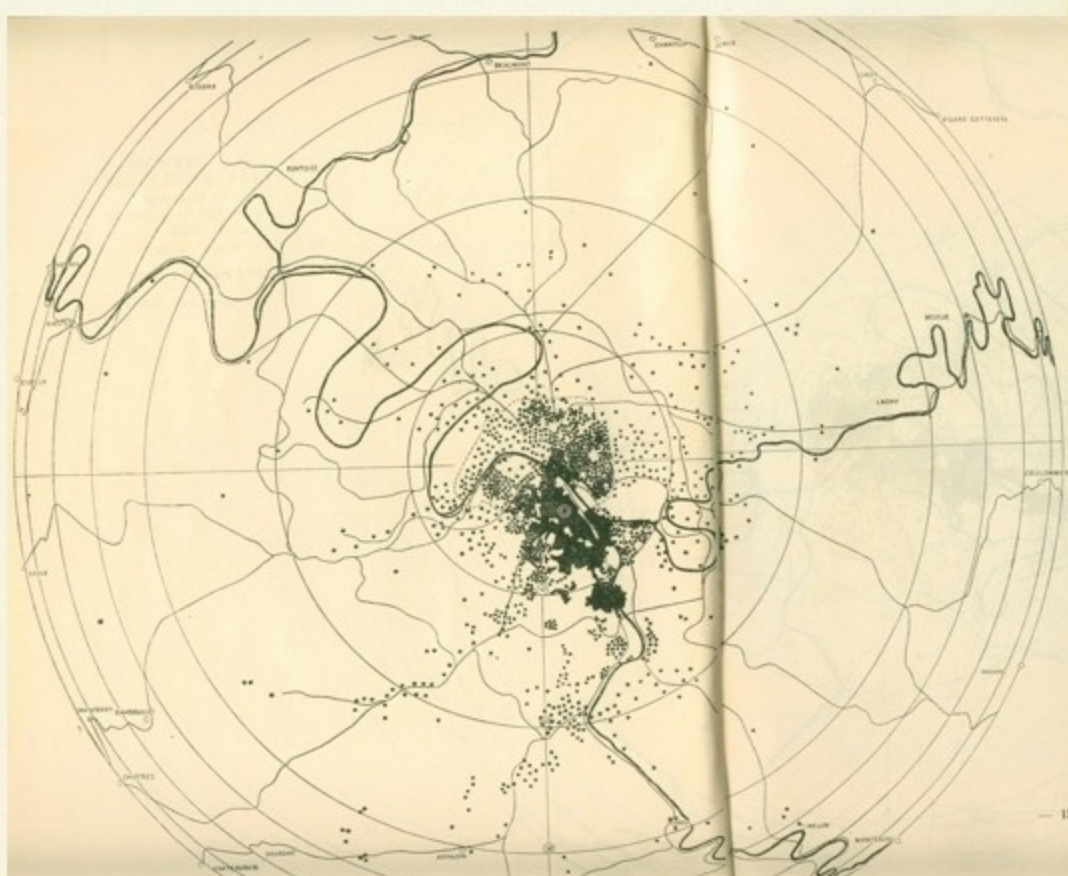
Paris, University Press of France, 1952, 261 p. (Library of contemporary sociology, series B: Work of the center for sociological studies)

Click on the maps to enlarge them



p.16-17  
map VIII  
**Personnel of the Renault-Billancourt factories, 1949**, scale 1 / 300,000, one point for 10 people, a small vertical line for one person. The dashed area is a **45 minute drive** from the factory. Map drawn up according to the documents of the Régie Renault and relating to the hourly staff, i.e. **29,030 workers** out of a total of 36,024 employees (Billancourt plant)

p.14-15  
map VII  
**Personnel of the Panhard factories, 1950**, scale 1 / 300,000, one point for one person



Card Commentary

chapter v  
p.87-88

**Staff of two large companies** (by A. Gaye and J. Gauthier)

"The two staff distribution maps for the **Renault** and **Panhard** factories, drawn up according to the same criteria as those for the department stores, must be compared with those produced by other authors. We do not have enough space to publish those that have been made by our team. These can serve as an example. Without being able to make a synthesis right now, they already provide us with important data on three main points.

- The limits of the Parisian agglomeration fixed provisionally according to the preceding maps, are thanks to them, confirmed or specified with slight details. As on the map of department stores, we can follow the influence of transport lines on daily trips and see how far the most distant homes are;
- The two maps show the influence of each company in a specific region of the agglomeration. The figure for the distribution of **Renault** personnel underlines the importance of the plant in the town of Boulogne-Billancourt, in the neighboring municipalities and along the Versailles railway line with the extensions of buses and coaches. It is thus established by the company, perpendicular to the concentric zones of the city, a link between the center, the close suburbs and the peripheral suburbs. Likewise for **Panhard** in another region of Paris, we see the links between the 13th arrondissement, Ivry, Vitry and the south and south-east railway lines in the direction of Brétigny and Sceaux.
- These figures make it possible to locate in space all the problems of the relations between life in the company, life in the neighborhoods and life in transport. Studies of working-class households cannot be fully understood without relating them to these overviews. The distribution is especially instructive when one can distinguish by different colors the personnel of the various categories (executives, workers, employees or men and women or French of the metropolis, North Africans, and foreigners). "

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