As a San Francisco bus driver, Barnes noticed that all of her friends in the cable car barn were constantly happy. So at first she decided to try for the job of conductor — and became one of only three females to hold that position at the time in the cable car行业中. The job of conductor is actually higher up than the grip, although it’s less physically strenuous, involving steering the horse and collecting fares. It was a significant achievement for Barnes, but she wanted to drive. Several of the other grips said she couldn’t do it — it would be impossible because women lack the upper-body strength. ‘’Anytime I hear someone say a woman can’t do it, I want to do something about it,’’ Barnes said.

So she entered the cable car grip examination and passed the test. She, along with her mentor — that a woman can do anything — she began a training program. A year later she was up to 95 pounds on the ladder pull-downs, 20 pounds on arm strengthening exercises and 101 pounds on a back-exercise machine. She was ready. Her determination impressed her co-workers. Transit Administrator said she was ‘’pulling the torch through the pain like everyone else. ’’

In August 1998, Barnes was honored with the title of Synonyme du Sapeur, an award given by the San Francisco Municipal Transportation Agency to employees exhibiting excellence. She now adds to 2008 MTC Award of Merit to her list of honors. While she was grip for only about four years, and entered in 2007, her co-workers had a huge respect for her accomplishments. ‘’Franciis doing along and changed the norm grip man to grip person,’’ said Byron Cobb, fellow grip and line trainer.

Barnes had the honor of pulling the grip on Cable Car 9 as it carried the Olympic torch up the Hyde Street Hill in the opening to the 2002 Winter Games in Salt Lake City. As the only female ever to become a San Francisco cable car grip, she’s still carrying the torch.

---

**Fannie Mae Barnes: Carrying the Torch for Women as First and Only Female Cable Car Grip**

---

**Doris W. Kahn Accessible Transportation Award: Making a Good Thing Better, With Carsharing Access for All**

**SPECIAL AWARDS**

---

**2008 Transportation Awards: Excellence in Motion**

---

**2008 Transportation Awards: Grand Award: MacArthur Maze Miracle — Turning Disaster Into Triumph**

---

**Legislative Award: Congressman Tom Lantos**

---

**November 2008 Calendar**

---

**Special Awards Issue**

---

**Fannie Mae Barnes: Carrying the Torch for Women as First and Only Female Cable Car Grip**

---

**October 2008 Calendar**

---

**Transactions**

---

**Fannie Mae Barnes: Carrying the Torch for Women as First and Only Female Cable Car Grip**

---

**October 2008 Calendar**

---

**Transactions**

---

**Legislative Award: Congressman Tom Lantos**

---

**November 2008 Calendar**

---

**Special Awards Issue**

---

**Fannie Mae Barnes: Carrying the Torch for Women as First and Only Female Cable Car Grip**

---

**October 2008 Calendar**

---

**Transactions**

---

**Legislative Award: Congressman Tom Lantos**

---

**November 2008 Calendar**

---

**Special Awards Issue**

---

**Fannie Mae Barnes: Carrying the Torch for Women as First and Only Female Cable Car Grip**

---

**October 2008 Calendar**

---

**Transactions**

---

**Legislative Award: Congressman Tom Lantos**

---

**November 2008 Calendar**

---

**Special Awards Issue**

---

**Fannie Mae Barnes: Carrying the Torch for Women as First and Only Female Cable Car Grip**

---

**October 2008 Calendar**

---

**Transactions**

---

**Legislative Award: Congressman Tom Lantos**

---

**November 2008 Calendar**

---

**Special Awards Issue**

---

**Fannie Mae Barnes: Carrying the Torch for Women as First and Only Female Cable Car Grip**

---

**October 2008 Calendar**

---

**Transactions**

---

**Legislative Award: Congressman Tom Lantos**

---

**November 2008 Calendar**

---

**Special Awards Issue**

---

**Fannie Mae Barnes: Carrying the Torch for Women as First and Only Female Cable Car Grip**

---

**October 2008 Calendar**

---

**Transactions**

---

**Legislative Award: Congressman Tom Lantos**

---

**November 2008 Calendar**

---

**Special Awards Issue**

---
A picture showing the front page of a newspaper article with the headline: "Merritt Expressway Project Welcomes New Director, Kathy Mardian.

Kathy Mardian, the new director of the Merritt Expressway Project, has taken the reigns from longtime director Mike Ayers.

"Kathy Mardian is a great addition to the team," said Mike Ayers, who is retiring after 35 years of service with the project.

"Kathy has a wealth of experience in transportation, and she brings a fresh perspective to the project," said Mardian.

"I am confident that Kathy will continue the success of the Merritt Expressway Project," said Ayers.

"The Merritt Expressway Project is a critical piece of infrastructure for the region, and I am excited to work with Kathy to ensure that we continue to deliver on our mission," said Mardian.

"I am looking forward to working with Kathy to ensure that we continue to deliver on our mission," said Ayers.

"Kathy is a valuable member of our team, and I am confident that she will continue to make valuable contributions to the Merritt Expressway Project," said Mardian.

"Kathy's experience and leadership will be a great asset to the project," said Ayers.

"Kathy is a respected member of the transportation community, and she brings a wealth of knowledge to the Merritt Expressway Project," said Mardian.

"I am excited to work with Kathy to ensure that we continue to deliver on our mission," said Ayers.

"Kathy's leadership and experience will be a great asset to the project," said Mardian.

"I am confident that Kathy will continue the success of the Merritt Expressway Project," said Ayers.

"Kathy is a valuable member of our team, and I am confident that she will continue to make valuable contributions to the Merritt Expressway Project," said Mardian.

"I am looking forward to working with Kathy to ensure that we continue to deliver on our mission," said Ayers.
When the hiring managers at S.F. Mum employed Fannie Mae Barnes as a bus driver in 1981, little did they know that this easy-going, then 35-year-old woman would become the first female to complete their rigorous cable car grip program 17 years later. “Pulling grip” for a cable car is no small feat for a man, let alone a 52-year-old single mother.

As a San Francisco bus driver, Barnes noticed that all of her friends in the cable car barn were constantly happy. So at first she decided to try out for the job of conductor — and became one of only three women to hold that position at the time.

In the cable car hierarchy, the job of conductor is actually higher up than the grip, although it’s less strenuous work, involving assisting on the back brake and collecting fares. It was a significant achievement for Barnes, but she wanted to drive. Several of the other grips said she couldn’t do it — that it was impossible because women lack the upper-body strength. “Anytime I hear someone say a woman can’t do it, I want to do something about it,” Barnes said. “I believe a woman can do anything.”

At the helm of a San Francisco cable car, the driver is required to control the vehicle by pulling a lever known as a “grip” or a 260-pound device that attaches the car to the cable. The driver must run the cable car at a steady pace of about nine miles an hour. To stop the car, the driver releases the grip and applies the brakes. If the grip slips, so does the cable car. It takes coordination, strength and mental concentration. And did we mention that a cable car weighs eight tons?

The coveted job of being a cable car grip is a physically demanding one — that is, if you make it through the training program. The 25-day training trial puts wannabes on the line, and approximately 80 to 85 percent drop out within the first five days, according to Saadat Ahmad, cable car line trainer. As a result, there is an elite crew of drivers — only about 35 at the time Barnes passed the test. She wasn’t successful in her first attempt. But armed with her mantra — that a woman can do anything — she began a weight training program. A year later she was up to 65 pounds on lateral pull-downs, 20 pounds on arm strengthening exercises and 160 pounds on a back-exercise machine. She was ready. Her determination impressed her co-workers. Trainer Ahmad says he “put her through the paces like everyone else.”

Leave it to the city of Berkeley, birthplace of the independent-living movement, to take a good idea like car sharing and make it even better by adapting it for wheelchair users. The AccessMobile, a shared accessible van that can be rented by the hour, became available to the public in April 2008.

In 2004, Berkeley latched on to the benefits of car sharing and retired its 10-city-fleet cars in favor of vehicles operated by City CarShare, a Bay Area nonprofit that provides convenient, affordable, short-term rental cars as an alternative to car ownership. After business hours, the city makes its car-share fleet — now six vehicles — available to all members of City CarShare. When the city won $25,000 in the National Organization on Disability’s Accessible America contest in 2007, City CarShare matched the funds. The nonprofit brainstormed with the city and its Commission on Disability, and together they came up with the notion to an underserved population,” Kodmur said.

“Being the only woman in the grip, just in the grip, is a real accomplishment, especially in the male-dominated field,” Barnes said.

On average, the van is used twice a day by the 50 participants in the Access Program. Participant Danny Kodmur needs the van for shopping in places not along a transit route and carrying large packages home. “The AccessMobile is an affordable resource to an underserved population,” Kodmur said. Program expansion depends on demand and funding, but if past is prologue, Berkeley will find a way. At an average cost of $8.50 an hour, the AccessMobile is a green and accessible innovation by City CarShare and the city of Berkeley, which share this year’s Doris Kahn Accessible Transportation Award.

“Take my hat off to Fannie,” he said. “She prepared herself — she’s tough. She set her mind to do it, and she did it.” Barnes did have a bit of an advantage, having first been a cable car conductor. But still she recalls the physical agility and coordination required: “On rainy days, it was hard to stop the car. The driver has to put sand on the cable tracks and use a pedal to pump the sand down on the slick tracks. We had to stay away from moving the cable car into certain positions, because there’s no such thing as reverse on a cable car.”

In August 1998, Barnes was honored with the title of Systemwide Operator, an award given by the San Francisco Municipal Transportation Agency to employees exhibiting excellence. She now adds an MTC 2008 Award of Merit to her list of honors. While she was a grip for only about four years, and retired in 2007, her co-workers still have a huge respect for her accomplishment. “Fannie came along and changed the term grip man to grip person,” said Byron Cobb, fellow grip and line trainer.

Barnes had the honor of pulling the grip on Cable Car 9 as it carried the Olympic torch up the Hyde Street hill in the run-up to the 2002 Winter Games in Salt Lake City. As the only female to ever become a San Francisco cable car grip, she’s still carrying the torch.

Fannie Mae Barnes: Carrying the Torch for Women as First and Only Female Cable Car Grip

Fannie Barnes relaxes in her home away from home: the San Francisco cable car barn.

Doris W. Kahn Accessible Transportation Award: Making a Good Thing Better, With Carsharing Access for All

Denny Komin, a member of City CarShare’s Access Program in Berkeley, prepares to take a ride in the new AccessMobile.