

Shhhhh!

Venice Division 6 Deep-Cleaned its 77 Buses on the QT

By JENNIFER YEH

(April 22, 2003) Located near a residential area where noise levels have to be kept at a minimum, the maintenance crew at Venice Division 6 faced a problem: how to deep-clean its 77 buses without disturbing their neighbors.

Division 6 has some of the oldest coaches in the fleet – buses that require extra effort to clean and maintain. To accomplish the deep-cleaning project, the maintenance crew had to find a new approach.

First, the crew divided the work so that each shift would be responsible for a portion of the cleaning process.

The second shift service attendants, who fuel and service the buses, determined which were in the worst shape and which areas of the buses needed the most attention. Then they scheduled their work to take care of the most difficult jobs.

Detailed cleaning jobs

"Our buses go through the worst part of town," says Service Attendant Leader Jermani Martin. "We get a lot of etching and graffiti, so that's why we have to do really detailed cleaning jobs."

Some members of the second shift volunteered to change to the first shift to handle the deep-cleaning function when there was time and space in the yard and when the noisy work wouldn't disturb the neighborhood.

The bus floors were cleaned on weekends, when the division gets its turn to use a dry-ice machine that makes removing gum and other sticky substances easier. Supervisor Dick Travers and the division service leaders coordinated the whole process.

PHOTOS BY JENNIFER YEH



To clean the plastic panel above, Mechanic "A" Leader J.P. Edrich sands it down and then paints over it with a matching color. Below, a rear door access panel before the cleanup process.



Venice Division Service Attendant Leader Jermani Martin advocates "detailed cleaning jobs."



"One area that we focus on is the front and back doorways - that is the first and last thing the patron sees," says Assistant Maintenance Manager Bruce Buck. "We have to make the best impression for the people on the bus."

Mechanics did their part

The mechanics did their part as well.

Day shift employees painted the wheels, when necessary. The second shift handled graffiti damage, including the etching of the interior of the bus.

Second shift mechanic leader J.P. Edrich came up with a new approach towards that etching. He color-matched the body panels, and painted over the etching with a paint designed for bathrooms. The difference, especially on the older TMC coaches, was amazing.

The third shift handled seat, window and window guard change outs – which could be done with hand tools and without running the buses – both of which are requirements for noise abatement.

As of April 15th, deep cleaning of all 77 of the Division 6 buses had been completed.

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