PRACTICE EXAM 3: MTA NEW YORK CITY TRANSIT CONDUCTOR SIMULATION (100 QUESTIONS)

This practice exam contains 100 multiple-choice questions. Select the best answer for each question. The current official MTA New York City Transit Conductor notice requires a score of at least 70% to pass its competitive multiple-choice test; MTA does not publish an official question count or time limit. Complete this simulation before consulting the answer key.

1. Third simulation: Bulletin: Beginning Friday, northbound trains will bypass Maple Street from 10:30 p.m. until 5:30 a.m. Customers for Maple Street must exit at Juniper Street and use the shuttle bus. What should a northbound conductor announce after 10:30 p.m.?

A. Maple Street service ends permanently beginning Friday evening.
B. Customers for Juniper Street should remain aboard until Maple Street.
C. Customers for Maple Street should exit at Juniper Street for the shuttle bus.
D. Only northbound customers must use a shuttle bus at night.

2. Third simulation: Memo: A defect report must identify the car number, location of the defect, time observed, and action taken. Which report is complete?

A. A door problem occurred during the morning trip and was handled.
B. Car 9462 had a defect; the train continued after inspection.
C. Rear door defective at 8:12 a.m.; appropriate action was completed.
D. Car 9462, operating cab door, 8:12 a.m.; isolated and supervisor notified.

3. Third simulation: Notice: Employees may enter Track 2 only after receiving permission from Control and confirming that flagging protection is established. What two conditions are required before entry?

A. Control permission and confirmed flagging protection.
B. A supervisor present and a flashlight available.

C. Radio possession and notification after entering.

D. Control permission or confirmed flagging protection.

4. Third simulation: Instruction: If the public-address system fails, make manual announcements from an operable cab. If no cab microphone works, notify Control and follow instructions. What is the first response to a failed automatic system?

A. Take the train out of service without contacting anyone.

B. Attempt manual announcements from an operable cab.

C. Wait until the next terminal before making announcements.

D. Notify customers only if they ask about the disruption.

5. Third simulation: Advisory: The elevator at Broadway Junction is unavailable. Customers needing an accessible route should remain on the train to Creek Road and transfer to a downtown train. Which customer is the advisory primarily helping?

A. A customer seeking the fastest trip to Creek Road.

B. A customer carrying a bicycle during rush hour.

C. A customer who needs a step-free route to Broadway Junction.

D. A customer transferring to an express train downtown.

6. Third simulation: Rule: Lost property must be protected, labeled with the location and time found, and turned in at the designated facility before the employee ends the tour. Which action violates the rule?

A. Recording where and when a wallet was found.

B. Protecting a bag until it can be surrendered properly.

C. Turning property in before completing the current tour.

D. Keeping an unlabeled item until the next scheduled tour.

7. Third simulation: Bulletin: Platform conductors will be assigned at Terminal Station on weekdays from 7:15 a.m. to 10:20 a.m., except legal holidays. When does the assignment apply?

A. A nonholiday Monday at 8:45 a.m.
B. A legal-holiday Friday at 8:45 a.m.
C. A nonholiday Saturday at 7:30 a.m.
D. A nonholiday Monday at 10:20 a.m.

8. Third simulation: Procedure: When an evacuation is ordered, direct customers to the designated safe area, check the assigned cars when conditions permit, and report completion to the incident commander. What occurs last?

A. Report completion to the incident commander.
B. Direct customers toward the designated safe area.
C. Determine whether conditions permit checking cars.
D. Check the assigned cars under safe conditions.

9. Third simulation: Message: Train 427 will discharge all customers at Ridge Street, then proceed out of service to the yard. What happens immediately after customers leave at Ridge Street?

A. The train returns to service in the opposite direction.
B. The train proceeds out of service toward the yard.
C. Customers reboard after the crew changes positions.
D. The train waits for a shuttle before moving.

10. Third simulation: Notice: Radios must remain on the assigned channel unless Control directs a channel change or an emergency requires use of the emergency channel. Which channel change is authorized?

A. Changing channels to reduce routine radio traffic.
B. Changing channels whenever reception sounds unclear.
C. Changing channels at each terminal without direction.
D. Changing channels when Control specifically directs it.

11. Third simulation: Instruction: Before moving a hand-thrown switch, inspect it for obstruction. After moving it, verify the points fit properly and secure it as required. What must happen before the switch is moved?

A. Secure the switch in its new position.
B. Report that the switch points fit properly.
C. Inspect the switch for an obstruction.
D. Walk beyond the switch and inspect the route.

12. Third simulation: Advisory: Customers traveling to Museum Park should transfer at Liberty Square only when local service is suspended south of Lexington Avenue. Local service is operating normally. What should Museum Park customers do?

A. Transfer at Liberty Square regardless of service status.
B. Remain on the normal local service to Museum Park.
C. Exit at Lexington Avenue and wait for a shuttle.
D. Use express service past Museum Park and travel back.

13. Third simulation: Policy: An employee who observes smoke must immediately notify Control, state the exact location, and describe visible conditions without speculating about the cause. Which statement follows the policy?

A. “Control, an electrical fire is definitely burning beneath Track 3.”
B. “There may be smoke somewhere near this station; please investigate.”
C. “Control, smoke visible near the uptown end of Track 3; source unknown.”
D. “I will inspect the smoke first and contact Control after finding its cause.”

14. Third simulation: Directive: During a service delay, make announcements at regular intervals and whenever new verified information is received. Do not announce estimates that have not been confirmed. Which practice is required?

A. Give one announcement and wait for normal service to resume.

B. Repeat updates periodically and add newly verified information.

C. Provide an estimated delay whenever customers request one.

D. Announce unconfirmed reports if they appear credible.

15. Third simulation: Memo: Effective immediately, form R-16 replaces form R-11 for reporting platform incidents. Existing supplies of form R-11 must be discarded. Which form should be used today?

A. Form R-11 until the existing supply is exhausted.

B. Either form R-11 or R-16 during a transition week.

C. No written form until new instructions are issued.

D. Form R-16.

16. Third simulation: Rule: A conductor may reopen doors after receiving a stop signal only if the train has not moved and reopening can be performed safely. Which fact alone is insufficient to permit reopening?

A. The train has not moved.

B. The train has not moved and reopening is safe.

C. Both stated conditions have been confirmed.

D. Safe reopening is possible while the train remains stopped.

17. Third simulation: Which sentence is clearest and most appropriate for an incident report?

A. There was, like, a lot of water down there this morning.

B. Water was seen by me and it was really bad on the platform.

C. The platform situation involved water of an alarming sort.

D. At 7:42 a.m., I observed water covering approximately six feet of the south platform.

18. Third simulation: Which sentence correctly communicates a door problem?

A. The second doorway failed to close, I notified the train operator and secured the area.
B. The second doorway, it failed closing so notification and securing happened.
C. The second doorway failed to close, so I notified the train operator and secured the area.
D. Because the second doorway failed to close and the train operator.

19. Third simulation: Which announcement is most concise and understandable?

A. This train will terminate at Grand Avenue; please leave the train there.
B. Due to circumstances, termination of this equipment will be effectuated at Grand Avenue.
C. Grand Avenue is where, for reasons, everybody will have to be getting off this train.
D. Please be advised that this train, which is operating now, has a termination situation.

20. Third simulation: Which sentence uses pronouns clearly?

A. Maria told Denise that she would submit the report.
B. Maria told Denise that Maria would submit the report.
C. She told her that the report would be submitted by her.
D. The report was discussed by Maria with Denise before she submitted it.

21. Third simulation: Which report sentence is grammatically complete?

A. After the customer reported the spill on the platform.
B. The supervisor inspected the platform after the customer reported the spill.
C. Inspecting the platform because the reported spill.
D. The supervisor, after the customer and the spill report.

22. Third simulation: Which sentence presents events in the clearest order?

A. After I received Control’s instruction, I closed the doors and reported that the train was ready.
B. I reported ready, receiving instructions after closing the doors.
C. The doors were closed and before instructions I reported later.

D. Control’s instruction, the report, and doors happened as needed.

23. Third simulation: Which sentence is free of unnecessary opinion?

A. An absurd crowd of customers was still waiting for the late train.
B. Far too many impatient people were gathered on the platform.
C. The terrible delay caused what looked like an enormous crowd.
D. Approximately twenty customers were waiting when the train arrived at 6:10 p.m.

24. Third simulation: Which sentence best avoids a misplaced modifier?

A. Standing on the platform, the alarm sounded inside the lead car.
B. The alarm, standing on the platform, sounded inside the lead car.
C. While standing on the platform, I heard the alarm sound inside the lead car.
D. Inside the lead car, standing on the platform caused me to hear the alarm.

25. Third simulation: Which sentence uses parallel structure?

A. The conductor checked the doors, making the announcement, and Control was notified.
B. The conductor was checking doors, made an announcement, and notification of Control.
C. The conductor checked the doors, made the announcement, and notified Control.
D. Checking the doors, the announcement was made, and then notifying Control.

26. Third simulation: Which entry most accurately distinguishes fact from uncertainty?

A. A dangerous object definitely struck Car 4 from the tunnel wall.
B. I heard a loud impact near Car 4, but I could not determine its source.
C. Something terrible happened to Car 4 because maintenance failed.
D. Car 4 was attacked by an unknown object, apparently on purpose.

27. Third simulation: Which sentence has the clearest reference to time?

A. Later, after everybody left at some point, the gate was closed.
B. The gate was closed when it was time after the customers.
C. Afterward I closed it there once they were all gone.
D. At 9:05 p.m., after the final customer exited, I closed the station gate.

28. Third simulation: Which announcement is most courteous and action-oriented?

A. Please stand clear of the closing doors and keep personal items inside the car.
B. If your belongings block the doors, the delay will be your fault.
C. People need to stop causing problems with their bags at the doors.
D. The doors cannot close because some of you are not paying attention.

29. Third simulation: While preparing to close the doors, a conductor sees a backpack strap extending across the doorway. What is the most immediate concern?

A. The backpack may not match the customer’s clothing.
B. The train may arrive early at the next station.
C. The announcement volume may be too low.
D. The doors could close on the strap and endanger the customer.

30. Third simulation: A normally bright marker light appears dim and flickers intermittently. What does this most strongly indicate?

A. The train is necessarily on the wrong track.
B. The light may fail and should be reported promptly.
C. The scheduled departure time has changed.
D. The platform announcement is incomplete.

31. Third simulation: During a station stop, the door indication does not agree with the conductor's visual observation. What is the primary issue?

A. The station name may have been announced too early.
B. The train schedule must be recalculated immediately.
C. The actual door status is uncertain and requires resolution.
D. The customer count may be slightly inaccurate.

32. Third simulation: A radio transmission from Control becomes broken and unreadable just as an instruction is given. What problem should the conductor recognize?

A. Acting on an incomplete instruction could create an operational error.
B. The radio battery must be replaced regardless of its charge.
C. All service throughout the system has stopped.
D. Customers will automatically hear the same transmission.

33. Third simulation: Several customers suddenly move away from one end of a car while looking at the floor. What should the conductor recognize first?

A. A possible hazard or disturbance may be present in that area.
B. The customers have reached their intended station.
C. The car is less crowded than the adjacent car.
D. The train is certainly ahead of schedule.

34. Third simulation: A train that usually takes four minutes between two stations has taken nine minutes, and no delay message was received. What is the concern?

A. The scheduled running time has permanently changed.
B. The train has skipped the second station.
C. Every clock on the train is incorrect.
D. An unexplained delay or operational problem may exist.

35. Third simulation: After the doors close, a customer on the platform points urgently toward the side of the train. What should the conductor infer?

A. The customer wants directions for a future trip.
B. The customer is confirming the route destination.
C. The customer may be signaling a condition requiring immediate attention.
D. The customer believes the train is arriving early.

36. Third simulation: A platform appears clear, but the conductor's monitor shows one doorway obscured. What is the central problem?

A. The station lighting will certainly fail soon.
B. The conductor cannot confirm that every doorway is safe.
C. The train operator cannot hear the radio.
D. The route map needs to be replaced.

37. Third simulation: A customer reports smelling smoke, although no smoke is visible. What should be recognized?

A. The report can be ignored until flames are visible.
B. The customer must have confused the odor with food.
C. A potentially serious condition may exist before visible evidence appears.
D. The train is automatically safe because alarms are silent.

38. Third simulation: Water is dripping near electrical equipment on a platform. What makes the condition especially concerning?

A. The platform may require additional directional signs.
B. Customers may hear announcements less clearly.
C. The train's destination display may be difficult to read.
D. Water may contact energized equipment and create an electrical hazard.

39. Third simulation: A door repeatedly reopens after appearing to close, with no customer or object visible in the doorway. What issue is most likely?

A. The door system may have a defect or unseen obstruction.
B. The train is following a new express schedule.
C. The public-address system is set too loudly.
D. The station platform is longer than usual.

40. Third simulation: A coworker repeats a safety instruction incorrectly over the radio. What problem requires attention?

A. The radio channel will become permanently unavailable.
B. Other employees may act on inaccurate safety information.
C. The train’s timetable will be automatically revised.
D. Customers will be unable to read station signs.

41. Third simulation: A customer using a mobility device is positioned near a widening gap between the car and platform. What is the immediate concern?

A. The customer may prefer a different route color.
B. The train may use more electrical power.
C. The customer may have difficulty crossing the gap safely.
D. The platform clock may be hard to see.

42. Third simulation: A switch target displays a position inconsistent with the intended route. What should be recognized?

A. The next station announcement will be delayed.
B. The route may not be properly aligned for the intended movement.
C. The crew assignment has necessarily changed.
D. The train is carrying too few customers.

43. Third simulation: Rule: If an incident occurs in Zone C, notify Control before completing the written report. An incident occurs in Zone C. What must happen first?

A. Notify Control before completing the written report.
B. Complete the written report before any notification.
C. Wait until the end of the tour to respond.
D. Notify customers instead of notifying Control.

44. Third simulation: Rule: A car may remain in service only when both door indication and intercom operation are normal. The intercom is normal, but the door indication is abnormal. What follows?

A. The car qualifies because one required system is normal.
B. The rule applies only when both systems are abnormal.
C. A normal intercom automatically overrides the door indication.
D. The car does not satisfy the stated rule for remaining in service.

45. Third simulation: Rule: Every temporary platform closure requires both a barrier and a warning sign. A closed area has a barrier but no warning sign. Which conclusion follows?

A. The barrier alone makes the closure fully compliant.
B. The closure does not meet the stated requirements.
C. The sign is optional whenever a barrier is present.
D. The area may open because one condition was completed.

46. Third simulation: Rule: When a message is classified urgent, repeat it back before acting. This message is classified urgent. What must the recipient do before acting?

A. Act first and repeat the message afterward.
B. Wait for a second employee to classify it.
C. Repeat the urgent message back.
D. Treat the message as routine unless it is written.

47. Third simulation: Rule: A train may depart only if the departure indication is received and the doorway observation is clear. The indication is received, but one doorway cannot be observed. What follows?

A. The stated departure conditions have not both been satisfied.
B. The departure indication alone permits movement.
C. The observation requirement ends once an indication is received.
D. An unobserved doorway is automatically considered clear.

48. Third simulation: Rule: Employees assigned to Track 3 must carry a working radio. Lee is assigned to Track 3 and Lee's radio will not power on. Which conclusion follows?

A. Lee meets the rule because a radio is physically present.
B. The rule applies only after Lee enters Track 3.
C. A nonworking radio satisfies the same requirement.
D. Lee does not currently meet the equipment rule for that assignment.

49. Third simulation: Rule: If smoke is reported, the location must be stated in the first message. Smoke is reported, but the first message gives no location. What is true?

A. The message is complete because smoke was mentioned.
B. A location is required only after smoke is confirmed visually.
C. The first message fails to include required information.
D. The rule permits the location to be omitted permanently.

50. Third simulation: Rule: A platform check is complete only after the uptown and downtown ends are inspected. The uptown end was inspected, but the downtown end was not. What follows?

A. The uptown-end inspection completes the entire check.
B. The downtown-end inspection becomes optional afterward.
C. The check is complete if nobody reports a problem.
D. The platform check is not complete.

51. Third simulation: Rule: If a train bypasses a station, customers must be informed before the preceding station. The bypass is confirmed after the train has left the preceding station. What can be concluded?

A. The specified advance-notice requirement can no longer be met for that trip.
B. The notice is timely if given after the bypassed station.
C. No customer information is required once the train is moving.
D. The rule is satisfied because the bypass was eventually confirmed.

52. Third simulation: Rule: A found item may be surrendered only after it is labeled with the place and time found. The place is recorded, but the time is missing. What must occur before surrender?

A. Remove the recorded place from the label.
B. Add the time found to the label.
C. Surrender the item without completing the label.
D. Replace the label with an oral description only.

53. Third simulation: Rule: Whenever Control cancels an instruction, employees must stop following it unless a replacement instruction is issued. Control cancels an instruction and gives no replacement. What should employees do?

A. Stop following the canceled instruction.
B. Continue until the original task is finished.
C. Create a replacement instruction independently.
D. Ignore the cancellation because no replacement was issued.

54. Third simulation: Rule: An incident report is accepted only if it contains the date, location, and employee signature. A report contains the date and signature but no location. What follows?

A. The signature makes the location unnecessary.

B. The date can serve as both date and location.

C. The report is accepted whenever two fields are complete.

D. The report does not satisfy the acceptance rule.

55. Third simulation: Rule: During a planned diversion, announcements are required at the terminal and at each transfer station. The announcement was made at the terminal but omitted at one transfer station. Which conclusion follows?

A. The terminal announcement replaces every later announcement.

B. Transfer-station announcements are optional during diversions.

C. The complete announcement requirement was not fulfilled.

D. One announcement fulfills a rule that requires several locations.

56. Third simulation: Rule: Equipment marked “Do Not Use” may be operated only after an authorized supervisor removes the marking. The marking remains attached. What follows?

A. Any employee may operate it while the marking remains.

B. The equipment may not yet be operated under the rule.

C. The marking expires automatically at the end of a shift.

D. Verbal interest in using it removes the restriction.

57. Third simulation: On three trips, a door warning appeared only after heavy rain entered the same doorway. What is the most reasonable preliminary conclusion?

A. Heavy rain proves every door on the train is defective.

B. Moisture may be associated with the recurring door warning.

C. The warning is unrelated because it occurred on different trips.

D. The train schedule directly causes the warning.

58. Third simulation: Reports show crowding at Station K on weekdays at 7:30 a.m., 7:45 a.m., and 8:45 a.m., but not at noon. What general pattern is best supported?

A. Station K is crowded at every hour of every day.
B. Station K never becomes crowded after 8:45 a.m.
C. No useful pattern exists in the observations.
D. Station K experiences recurring weekday morning crowding.

59. Third simulation: On four trips, an intercom loses sound shortly after the same cab control is moved. What preliminary conclusion is best supported?

A. Movement of that cab control may be associated with the sound loss.
B. The control definitely damages every intercom in the fleet.
C. The sound loss must be caused by passenger volume.
D. No relationship is suggested by repeated timing.

60. Third simulation: Three delay reports mention a signal problem immediately before trains stopped in the same area. What inference is most reasonable?

A. Every systemwide delay is caused by that signal.
B. The stops prove the reports were written incorrectly.
C. The signal condition may be contributing to stops in that area.
D. Signal conditions cannot affect train movement.

61. Third simulation: During five station stops, a warning appears only when the operating cab is active. What pattern should be investigated?

A. A possible relationship between forward-cab use and the warning.
B. Proof that the operating cab is permanently unsafe.
C. A connection between the warning and station names.
D. Certainty that customer actions create the warning.

62. Third simulation: Complaints about inaudible announcements rise on trips using Car 9368 and fall when another car is used. What conclusion is best supported?

A. Every inaudible announcement is caused by employee error.
B. Car 9368 is certainly unsafe for all purposes.
C. Car 9368 may have an announcement-system issue.
D. The choice of car cannot influence announcement clarity.

63. Third simulation: A platform becomes crowded on three days when ten-minute service gaps occur, but remains orderly with shorter gaps. What pattern is suggested?

A. Crowding is impossible when gaps are under ten minutes.
B. Every crowd forms for exactly the same reason.
C. Service intervals have no possible connection to crowding.
D. Longer service gaps may contribute to platform crowding.

64. Third simulation: Two separate reports show a door closing slowly after debris was found in its lower track. What inference is reasonable?

A. Any debris proves the entire car must be replaced.
B. Debris in the lower track may interfere with door movement.
C. Slow movement shows the doorway is operating perfectly.
D. The reports establish that weather caused the problem.

65. Third simulation: Radio reception breaks up in the same tunnel section on four runs but is clear elsewhere. What pattern is best supported?

A. All radios are defective everywhere in the system.
B. Reception difficulty may be associated with that tunnel section.
C. The train crew causes interference only at stations.
D. The repeated location provides no useful information.

66. Third simulation: Customers miss a temporary transfer on days when one directional sign is covered, but not when it is visible. What is the best preliminary conclusion?

A. Customers never read directional signs under any condition.
B. The transfer itself must be removed permanently.
C. A covered sign guarantees every customer will be lost.
D. The covered sign may contribute to customers missing the transfer.

67. Third simulation: Procedure 1: First receive authorization; next confirm protection; then perform the task; finally report completion. Which sequence follows the procedure?

A. Receive authorization, confirm protection, perform the task, report completion.
B. Confirm protection, perform the task, receive authorization, report completion.
C. Receive authorization, perform the task, confirm protection, report completion.
D. Perform the task, receive authorization, report completion, confirm protection.

68. Third simulation: Procedure 2: First inspect the doorway; next remove the obstruction; then test door movement; finally record the result. Which sequence follows the procedure?

A. Remove the obstruction, test door movement, inspect the doorway, record the result.
B. Inspect the doorway, test door movement, remove the obstruction, record the result.
C. Inspect the doorway, remove the obstruction, test door movement, record the result.
D. Test door movement, inspect the doorway, record the result, remove the obstruction.

69. Third simulation: Procedure 3: First read the bulletin; next identify the effective time; then make the required announcement; finally confirm completion. Which sequence follows the procedure?

A. Identify the effective time, make the required announcement, read the bulletin, confirm completion.
B. Read the bulletin, make the required announcement, identify the effective time, confirm completion.
C. Make the required announcement, read the bulletin, confirm completion, identify the effective time.
D. Read the bulletin, identify the effective time, make the required announcement, confirm completion.

70. Third simulation: Procedure 4: First contact Control; next state the train location; then describe the condition; finally follow the response received. Which sequence follows the procedure?

A. State the train location, describe the condition, contact Control, follow the response received.
B. Contact control, state the train location, describe the condition, follow the response received.
C. Contact control, describe the condition, state the train location, follow the response received.
D. Describe the condition, contact Control, follow the response received, state the train location.

71. Third simulation: Procedure 5: First secure the found item; next record where it was found; then attach the completed label; finally turn the item in. Which sequence follows the procedure?

A. Secure the found item, record where it was found, attach the completed label, turn the item in.
B. Record where it was found, attach the completed label, secure the found item, turn the item in.
C. Secure the found item, attach the completed label, record where it was found, turn the item in.
D. Attach the completed label, secure the found item, turn the item in, record where it was found.

72. Third simulation: Procedure 6: First identify the affected car; next move customers as directed; then secure the area; finally report the action taken. Which sequence follows the procedure?

A. Move customers as directed, secure the area, identify the affected car, report the action taken.
B. Identify the affected car, secure the area, move customers as directed, report the action taken.
C. Identify the affected car, move customers as directed, secure the area, report the action taken.
D. Secure the area, identify the affected car, report the action taken, move customers as directed.

73. Third simulation: Procedure 7: First verify the station name; next announce the transfer; then open the doors; finally observe customers exiting. Which sequence follows the procedure?

A. Verify the station name, announce the transfer, open the doors, observe customers exiting.
B. Announce the transfer, open the doors, verify the station name, observe customers exiting.
C. Verify the station name, open the doors, announce the transfer, observe customers exiting.
D. Open the doors, verify the station name, observe customers exiting, announce the transfer.

74. Third simulation: Procedure 8: First receive the work assignment; next repeat it back; then gather required equipment; finally proceed to the location. Which sequence follows the procedure?

A. Repeat it back, gather required equipment, receive the work assignment, proceed to the location.
B. Receive the work assignment, repeat it back, gather required equipment, proceed to the location.
C. Receive the work assignment, gather required equipment, repeat it back, proceed to the location.
D. Gather required equipment, receive the work assignment, proceed to the location, repeat it back.

75. Third simulation: Procedure 9: First note the scheduled time; next note the actual time; then calculate the difference; finally enter the delay. Which sequence follows the procedure?

A. Note the actual time, calculate the difference, note the scheduled time, enter the delay.
B. Note the scheduled time, calculate the difference, note the actual time, enter the delay.
C. Note the scheduled time, note the actual time, calculate the difference, enter the delay.
D. Calculate the difference, note the scheduled time, enter the delay, note the actual time.

76. Third simulation: Procedure 10: First observe the condition; next warn nearby customers; then notify the proper office; finally document the event. Which sequence follows the procedure?

A. Warn nearby customers, notify the proper office, observe the condition, document the event.
B. Observe the condition, notify the proper office, warn nearby customers, document the event.
C. Notify the proper office, observe the condition, document the event, warn nearby customers.
D. Observe the condition, warn nearby customers, notify the proper office, document the event.

77. Third simulation: Procedure 11: First confirm the route change; next identify affected stops; then announce the alternative; finally repeat new updates. Which sequence follows the procedure?

A. Identify affected stops, announce the alternative, confirm the route change, repeat new updates.
B. Confirm the route change, announce the alternative, identify affected stops, repeat new updates.
C. Announce the alternative, confirm the route change, repeat new updates, identify affected stops.
D. Confirm the route change, identify affected stops, announce the alternative, repeat new updates.

78. Third simulation: Procedure 12: First check the car number; next locate the reported defect; then describe what is observed; finally submit the defect report. Which sequence follows the procedure?

A. Locate the reported defect, describe what is observed, check the car number, submit the defect report.
B. Check the car number, locate the reported defect, describe what is observed, submit the defect report.
C. Check the car number, describe what is observed, locate the reported defect, submit the defect report.
D. Describe what is observed, check the car number, submit the defect report, locate the reported defect.

79. A train is due at 7:42 a.m. and arrives at 7:51 a.m. How many minutes late is it?

A. 7
B. 8
C. 9
D. 11

80. A conductor inspects 8 cars with 6 passenger doors per car. How many passenger doors are inspected?

A. 48
B. 14
C. 42
D. 54

81. A 75-minute delay is reduced by 20 percent. How many minutes are removed?

A. 10
B. 15
C. 20
D. 60

82. A train runs 19 minutes, waits 6 minutes, and then runs 24 minutes. What is the total elapsed time?

A. 43
B. 47

C. 55
D. 49

83. Five checks are evenly scheduled across a 40-minute period, including the start but not the endpoint. How many minutes separate checks?

A. 5
B. 10
C. 8
D. 20

84. A car begins with 63 customers. Twenty-one exit and 14 enter. How many customers remain aboard?

A. 56
B. 42
C. 70
D. 98

85. A route segment is 5.75 miles long. Three complete trips cover how many miles?

A. 11.5
B. 15.25
C. 18.75
D. 17.25

86. A tour begins at 2:15 p.m. and ends at 10:45 p.m. How many hours elapse?

A. 8.5
B. 7.5
C. 8

D. 9.5

87. Radio message: ‘Train 8410, use Track 2, stop at Maple Street, and report crowding after arrival.’ Which track was assigned?

A. Track 1.
B. Track 3.
C. Track 2.
D. Track 4.

88. Radio message: ‘Train 8411, bypass Cedar Avenue, stop at Museum Park, and call Control before opening the doors.’ Where must the train stop?

A. Cedar Avenue.
B. Museum Park.
C. Maple Street.
D. Lexington Avenue.

89. Assignment: ‘Inspect Car 7426, check the second doorway, and submit form D-9 at the terminal.’ Which car must be inspected?

A. Car 7246.
B. Car 7426.
C. Car 7462.
D. Car 7624.

90. Radio message: ‘At Liberty Square, assist on the north platform, then meet the supervisor near the booth.’ Where is assistance required?

A. On the south platform.
B. Inside the crew room.

C. Beside the street entrance.
D. On the north platform.

91. Instruction: ‘Carry radio 57, use Channel 4, and report to Track 3 at 3:10 p.m.’ Which channel should be used?

A. Channel 4.
B. Channel 1.
C. Channel 2.
D. Channel 3.

92. Message: ‘Hold Train 8520 at Creek Road until 7:18 p.m., then proceed local to Lexington Avenue.’ Until what time should the train be held?

A. 6:18 p.m.
B. 7:08 p.m.
C. 7:18 p.m.
D. 7:28 p.m.

93. Third simulation: A customer angrily asks why service is delayed, but no cause has been confirmed. What is the best response?

A. Guess at the likely cause so the customer receives an immediate answer.
B. Tell the customer delays are unavoidable and end the conversation.
C. Acknowledge the concern, state that the cause is not yet confirmed, and share verified updates.
D. Ignore the customer until normal service resumes.

94. Third simulation: A visitor asks for an accessible route, and the conductor is unsure whether an elevator is operating. What should the conductor do?

A. Provide the usual route without checking the elevator status.

B. Explain the uncertainty and obtain current accessibility information before directing the visitor.
C. Tell the visitor to ask another customer for assistance.
D. Choose the shortest route even if it may not be accessible.

95. Third simulation: A customer speaks limited English and appears confused by a service change. What is the best approach?

A. Speak much louder and repeat the same complex explanation.
B. Avoid assisting because communication may take additional time.
C. Give several alternate routes at once without checking comprehension.
D. Use clear, simple language, point to relevant signs, and confirm understanding respectfully.

96. Third simulation: A customer reports leaving a phone on a train. What response is most helpful?

A. Explain the lost-property process and identify the information needed for a useful report.
B. Promise that the phone will be found and returned that day.
C. Advise the customer that lost items are never recovered.
D. Take no action unless the customer knows the car number.

97. Third simulation: Two customers are arguing about who entered the doorway first. What should the conductor prioritize?

A. Give calm, neutral directions that protect safety and keep the doorway clear.
B. Decide which customer is morally responsible for the argument.
C. Join the argument to ensure the louder customer listens.
D. Close the doors immediately without checking their positions.

98. Third simulation: A customer asks a question while the conductor is handling an urgent safety condition. What is the best response?

A. Stop the safety response and answer the customer immediately.

B. Tell the customer that questions are never permitted during service.

C. Address the safety condition first, then assist the customer as soon as practicable.

D. Provide an unverified answer while continuing the safety task.

99. Third simulation: A customer using a wheelchair asks where to board. What response best demonstrates effective service?

A. Point generally toward the platform and continue other duties.

B. Assume the customer already knows the boarding procedure.

C. Recommend avoiding the train because boarding may take time.

D. Provide the designated boarding location and verify that the route is currently accessible.

100. Third simulation: A customer complains that an announcement was difficult to hear. What should the conductor do?

A. Tell the customer everyone else appeared to understand it.

B. Repeat the verified information clearly and thank the customer for raising the issue.

C. Repeat the message faster so service is not delayed.

D. Add unconfirmed details to make the message sound complete.

Practice Exam 3: Answer Key and Explanations

1. C — The bulletin directs northbound Maple Street customers to leave at Juniper Street and transfer to the shuttle during the stated overnight hours. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every.

2. D — The complete entry supplies every item required by the memo: car number, defect location, observation time, and the action taken. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail.

3. A — The notice uses the word “and,” so both Control permission and confirmation of flagging protection must occur before anyone enters Track 2. The remaining choices either conflict with the facts

provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every.

4. B — The instruction first directs the conductor to use an operable cab for manual announcements; notifying Control follows if no cab microphone works. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every.

5. C — The advisory specifically provides an alternate path for customers who cannot use Broadway Junction because its elevator is unavailable. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and.

6. D — Holding an unlabeled item until another tour violates both the labeling requirement and the deadline for turning property in. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and.

7. A — Only the Monday example satisfies all three conditions: it is a weekday, it is not a legal holiday, and it falls within the stated time window. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the.

8. A — The procedure places reporting after customer direction and the permitted car check, making the completion report the final listed action. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail.

9. B — The message directly states that the train proceeds out of service to the yard after discharging all customers at Ridge Street. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling.

10. D — The notice expressly authorizes a channel change when Control directs it; the other choices introduce reasons not permitted by the text. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling.

11. C — Inspection for an obstruction is the sole action assigned before movement; fitting and securing checks occur afterward. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the.

12. B — The transfer instruction applies only during a local-service suspension; because normal service is operating, customers should use the regular local route. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported

assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling.

13. C — The compliant report is immediate, gives an exact location, describes what is visible, and avoids claiming an unconfirmed cause. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and.

14. B — The directive requires periodic announcements plus updates when verified facts arrive, while expressly prohibiting unconfirmed estimates. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option.

15. D — ‘Effective immediately’ makes form R-16 the current requirement, while the direction to discard R-11 eliminates any transition period. The other choices keep an obsolete form, invent a transition, or remove the reporting requirement. Read mandatory timing words precisely and apply the replacement instruction as soon as it takes effect. Checking each stated detail against the selected response confirms the.

16. A — The rule requires two conditions together, so the fact that the train has not moved does not by itself establish that reopening is safe. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording.

17. D — The selected sentence is objective, specific, chronological, and free of slang or unsupported conclusions. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that satisfies.

18. C — This sentence joins the related clauses correctly and states the problem, response, and sequence in direct language. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the.

19. A — The announcement uses familiar words, identifies the location, and tells customers exactly what action to take. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option.

20. B — Repeating Maria’s name removes uncertainty about who will submit the report, unlike the ambiguous pronouns in the other choices. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and.

21. B — The correct choice contains a complete subject and predicate and clearly relates the inspection to the customer's report. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose.

22. A — The selected sentence marks the trigger first, the required action second, and the completion report last. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option.

23. D — The correct sentence records observable facts and an estimate without emotional or judgmental wording. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that satisfies.

24. C — The introductory phrase logically modifies "I," the person who was standing on the platform, rather than mistakenly modifying the alarm. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail.

25. C — All three actions use matching past-tense verbs, making the sequence easy to read and understand. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that.

26. B — The correct entry reports the observed sound and plainly identifies what the writer could not confirm. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option.

27. D — The chosen sentence provides a precise time, a clear triggering event, and an identified object. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that.

28. A — The correct announcement states the desired behavior politely and directly without blaming or insulting customers. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that.

29. D — The strap is directly in the door path, creating an immediate trapping and movement hazard. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that.

30. B — Flickering and reduced brightness are warning signs of an unreliable light that may soon fail. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that.

31. C — Conflicting indication and observation mean the crew cannot safely rely on either source until the door status is resolved. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and.

32. A — An unreadable instruction leaves critical details unknown, so acting without clarification could produce the wrong operational response. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the.

33. A — A coordinated movement away from one location is a warning cue that something there may be unsafe or disruptive. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and.

34. D — The unusually long interval without an explanation signals a possible delay or operating issue that warrants attention. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the.

35. C — Urgent pointing toward the train immediately after door closure may indicate a trapped item or another safety-related condition. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose.

36. B — An obscured doorway prevents the conductor from completing a reliable safety observation for the entire train. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option.

37. C — A smoke odor can precede visible smoke or an alarm, so the report is a meaningful early warning. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose.

38. D — The combination of water and electrical equipment creates a credible risk of shock, short circuit, or equipment failure. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose.

39. A — Repeated unintended reopening suggests the system senses an obstruction or is not operating correctly. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that satisfies.

40. B — An incorrect safety message can misdirect anyone who hears and relies upon it, extending the risk beyond one employee. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and.

41. C — A widening gap directly affects safe boarding or exiting, particularly for a mobility-device user. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that satisfies.

42. B — An inconsistent switch indication suggests the physical route may differ from the intended route and must not be assumed correct. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail.

43. A — Applying the stated rule to the matching zone requires notification to Control before the report is completed. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the.

44. D — The rule requires both conditions, and the car fails one of them; one normal system cannot satisfy a two-condition requirement. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail.

45. B — Because the rule requires a barrier and a sign, providing only the barrier leaves one mandatory condition unmet. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose.

46. C — The message meets the stated urgent classification, which directly triggers the repeat-back requirement before action. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that.

47. A — The rule joins two mandatory conditions, and the unavailable doorway observation means the second condition has not been established. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and.

48. D — A radio that will not power on is not working, so Lee fails the explicit equipment condition for the assignment. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail.

49. C — Once smoke is reported, the rule requires its location in the first message; the message therefore omits a mandatory detail. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail.

50. D — The word ‘only’ makes inspection of both platform ends a necessary condition. Because the downtown end was not inspected, the check remains incomplete. The other responses treat one inspection as sufficient, make a required step optional, or substitute the absence of a complaint for the stated procedure. Apply every element joined by ‘and’ before declaring completion.

51. A — The deadline is before the preceding station; after that station has been left, the stated timing condition is already missed. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail.

52. B — The item lacks one of two required label details, so the missing time must be added before surrender. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose.

53. A — Cancellation activates the stop requirement, and the absence of a replacement provides no basis for continuing the original instruction. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and.

54. D — All three listed elements are required, so a report missing the location cannot satisfy the acceptance condition. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the.

55. C — The rule requires announcements at multiple specified locations, making the omitted transfer-station announcement a failure to fulfill the whole requirement. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail.

56. B — The stated exception requires authorized removal of the marking, and that required event has not occurred. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option.

57. B — The repeated pairing of moisture at the same doorway and the warning supports an association, while not proving a final mechanical cause. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every.

58. D — Multiple weekday morning observations support a recurring morning pattern, but they do not justify claims about every hour or an absolute cutoff. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every.

59. A — The repeated timing supports investigating an association between the control movement and sound loss without claiming that causation is already proven. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling.

60. C — A repeated signal report before stops in the same area supports a possible local connection, not a universal conclusion. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and.

61. A — The warning repeatedly coincides with forward-cab use, which supports further investigation of that relationship while stopping short of proof. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and.

62. C — The change in complaints associated with use of one car supports checking that car's announcement equipment. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option.

63. D — Repeated crowding during longer gaps supports a possible relationship, though other factors may also influence the condition. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the.

64. B — The recurring combination of track debris and slow closing supports investigating interference at that location. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that.

65. B — Because the reception problem recurs in one section and not elsewhere, location is a reasonable factor to investigate. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose.

66. D — The differing outcomes when the sign is covered and visible support a possible connection without establishing an absolute result. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and.

67. A — The correct choice preserves all four actions in the exact order supplied, without moving a later action ahead of its prerequisite. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling.

68. C — The correct choice preserves all four actions in the exact order supplied, without moving a later action ahead of its prerequisite. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling.

69. D — The correct choice preserves all four actions in the exact order supplied, without moving a later action ahead of its prerequisite. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling.

70. B — The correct choice preserves all four actions in the exact order supplied, without moving a later action ahead of its prerequisite. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling.

71. A — The correct choice preserves all four actions in the exact order supplied, without moving a later action ahead of its prerequisite. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling.

72. C — The correct choice preserves all four actions in the exact order supplied, without moving a later action ahead of its prerequisite. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling.

73. A — The correct choice preserves all four actions in the exact order supplied, without moving a later action ahead of its prerequisite. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling.

74. B — The correct choice preserves all four actions in the exact order supplied, without moving a later action ahead of its prerequisite. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling.

75. C — The correct choice preserves all four actions in the exact order supplied, without moving a later action ahead of its prerequisite. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling.

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78. B — The correct choice preserves all four actions in the exact order supplied, without moving a later action ahead of its prerequisite. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling.

79. C — The difference between 7:42 and 7:51 is nine minutes. The other options reflect omitted operations, incorrect arithmetic, or confusion between an intermediate number and the requested total. Use every stated quantity once, retain the requested unit, and estimate the result before selecting an option. That process provides a quick reasonableness check.

80. A — Eight groups of six passenger doors equal forty-eight doors. The other options reflect omitted operations, incorrect arithmetic, or confusion between an intermediate number and the requested total. Use every stated quantity once, retain the requested unit, and estimate the result before selecting an option. That process provides a quick reasonableness check.

81. B — Twenty percent of seventy-five minutes is fifteen minutes. The other options reflect omitted operations, incorrect arithmetic, or confusion between an intermediate number and the requested total. Use every stated quantity once, retain the requested unit, and estimate the result before selecting an option. That process provides a quick reasonableness check.

82. D — Adding both running periods and the wait gives forty-nine minutes. The other options reflect omitted operations, incorrect arithmetic, or confusion between an intermediate number and the requested total. Use every stated quantity once, retain the requested unit, and estimate the result before selecting an option. That process provides a quick reasonableness check.

83. C — Dividing forty minutes into five equal intervals gives eight minutes. The other options reflect omitted operations, incorrect arithmetic, or confusion between an intermediate number and the requested total. Use every stated quantity once, retain the requested unit, and estimate the result before selecting an option. That process provides a quick reasonableness check.

84. A — Subtracting twenty-one and adding fourteen leaves fifty-six customers. The other options reflect omitted operations, incorrect arithmetic, or confusion between an intermediate number and the requested total. Use every stated quantity once, retain the requested unit, and estimate the result before selecting an option. That process provides a quick reasonableness check.

85. D — Three trips over 5.75 miles total 17.25 miles. The other options reflect omitted operations, incorrect arithmetic, or confusion between an intermediate number and the requested total. Use every stated quantity once, retain the requested unit, and estimate the result before selecting an option. That process provides a quick reasonableness check.

86. A — The interval from 2:15 p.m. to 10:45 p.m. is eight and one-half hours. The other options reflect omitted operations, incorrect arithmetic, or confusion between an intermediate number and the requested total. Use every stated quantity once, retain the requested unit, and estimate the result before selecting an option. That process provides a quick reasonableness check.

87. C — The transmitted message states the requested detail directly, so the keyed choice reproduces it without alteration. The distractors substitute a nearby number, location, direction, or operational detail. Short-term memorization questions require attention to the category named in the question. Recall that exact item instead of relying on the overall impression of the message.

88. B — The transmitted message states the requested detail directly, so the keyed choice reproduces it without alteration. The distractors substitute a nearby number, location, direction, or operational detail. Short-term memorization questions require attention to the category named in the question. Recall that exact item instead of relying on the overall impression of the message.

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92. C — The transmitted message states the requested detail directly, so the keyed choice reproduces it without alteration. The distractors substitute a nearby number, location, direction, or operational detail. Short-term memorization questions require attention to the category named in the question. Recall that exact item instead of relying on the overall impression of the message.

93. C — The response is courteous and useful while clearly separating verified information from speculation. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that satisfies all.

94. B — Checking current accessibility information prevents the employee from sending the visitor toward a route that may not meet the stated need. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling.

95. D — Simple language, visual support, and respectful confirmation make the essential travel information easier to understand. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that.

96. A — A process-based response provides realistic assistance without guaranteeing an outcome that the employee cannot control. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that.

97. A — Neutral safety instructions address the immediate operational problem without escalating the personal dispute. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that satisfies all.

98. C — Immediate safety responsibilities take priority, but the customer should still receive assistance once conditions allow. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that.

99. D — Specific, current, respectful guidance responds directly to the customer’s accessibility and boarding needs. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that satisfies all.

100. B — Repeating accurate information clearly solves the communication problem while maintaining a professional tone. The remaining choices either conflict with the facts provided, omit a required condition, reverse the stated sequence, or rely on an unsupported assumption. For this kind of MTA ability question, focus on the exact wording, identify every controlling detail, and choose the option that satisfies all.