

MTA / NYCT

Study Material

Last Updated: 07-05-2022

Created By: (D. Cruz) of **TA & MaBSTOA UNITED**

This package is completely **FREE for you to study.**

This package will serve as a great Study tool for those wishing to promote up to TA / OA Surface Dispatchers. This package was put together by a Bus Operator with support from Supervisors who always look to help those who want to learn. It includes Bulletins & Directives (***pg 10-686***), Study guides & practice test (***pg 690-1088***). We have given you the tools, now you have to take the time to figure out what is the most important information. This PDF Package is also helpful for those who want to learn how to protect themselves on this job by knowing the rules and regulations.



If you feel like supporting us for the work we have put together, please feel free to make any **Donations** via **Zelle** to email:
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TA & MaBSTOA UNITED

NEWSLETTER | JANUARY 2023

Your Right To Know:

Cutslops: Ramp vs Traffic

By: Michael Enriquez



Scan the QR code to learn about the difference between a cutslip marked as "traffic" vs "ramp".

The Station Agent of the Future - A Bleak Outlook.

By: Michael Enriquez

If you work in the Department of Stations you may have heard about the sweeping changes coming to the Station Agent title that were touted as a victory. But, what wasn't so openly disclosed was the fine print of the deal.

With the roll out of OMNY, the new agreement calls for Station Agents to perform customer service duties outside of the booth in exchange for a \$1 per hour pay rate increase. Here's the fine print:

1. The agreement calls for a supposed "no-layoff" clause. In this case, the "no-layoff" clause is only limited to the implementation of the agreement, meaning that there won't be any layoffs just because a Station Agent is now outside of the booth but, should the MTA consider budget related layoffs, the MTA may exercise that management right. (Continued on Next Page)

#KnowYourWorth.

By: Frank DeJesus

8.5%, 7.7% & 7.8% is what the nurses will receive in raises the next 3 years, along with assurances of increased staffing helping alleviate the work load for them. More money and less work, that is a model to live by in the labor movement. ***Everything the nurses demanded - they won through the power of a strike.***

Many will tell you of the hardships and half-truths of what TWU endured last time we took to the streets of NYC and struck. But, great things such as healthcare for retirees, pension refunds, job security for Traffic Checkers and the delay of implementing what we know now as a Tier 6 pension were the results of the strike.

Nobody really wants to go on strike. But, it has proven time and time again to be the most powerful tool unions have in their toolbox. So lets make it clear that we aren't leaving a strike off the table if transit doesn't bargain in a fair manner when it comes to our contract! The nurses won! So can we!

TWU's 2023 Mass Membership Meeting Scheduled.

By: Daniel "Danny" Cruz

After a long hiatus, the TWU Mass Membership Meeting has returned and is scheduled for:

WHEN: Saturday, January 28th, 2023

WHERE: 811 7th Ave, W 53rd ST
New York, NY 10019

TIME: 1PM (doors will open at 11AM)

(Continued From First Page)

2. *The union waived their right to; oppose, grieve or sue over any proposed elimination of Station Agent Lunch Relief jobs.*

3. *The union agreed that the MTA can reassign employees who picked Lunch Relief on the current pick to cover absences at other booths until a new pick is in place.*

4. *The union agreed to cooperate and not grieve the MTA's intent to reassign Station Agents from their picked assignments during planned temporary station closures.*

Lastly, the language regarding the safety of the newly exposed Station Agents is rather vague. As of October 2022, transit crime has increased by 44% with murders and assaults within the transit system at the highest its ever been in the last 23 years. One would reasonably assume that a more concise safety plan would have been drawn up. Perhaps as OMNY continues to be implemented armed Collecting Agents can be utilized to safeguard our brothers and sisters in the Station Agent title working outside of the booth.

New Year, New Contract Fight, Same Rules.

By: Nick Colonna

As we usher in 2023, beginning a New year with new faces and many familiar ones, we must understand that this is contract season and management is already up to their games - taking members out of service and dishing out violations and suspensions for petty infractions and complaints.

We must realize that we hold the power! The best tool we have to fight management is education and the strategic exercise of this knowledge - ranging from our contract to the bulletins and directives that govern our duties, ***we must never forget the basics!***

By working within the framework of the rules and regulations, we take away management's power over us. Only then can our union be stronger when we're educated, knowledgeable and ready for anything. We are here to help - there are many Shop Stewards in the depots ready to help the members don't hesitate to reach out! Stay safe everyone!

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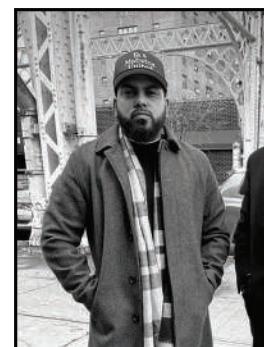
Meet The Authors'



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Memorandum



Metropolitan Transportation Authority

NYCT, Department of Buses
MTA Bus Company

Date: October 29, 2018

To: General Managers, Chief Officers

Cordell V. Rogers

From: Cordell V. Rogers, General Manager, Regional Bus Operations

Re: TA/OA Dispatcher Selection Criteria

Attached is the selection criteria for promotion to Surface Line Dispatcher.

This criterion should be utilized prospectively to evaluate bus operators from the new Surface Line Dispatcher promotional lists.

The selection criterion includes language to allow an employee that has one suspension of 10 days for a Preventable Accident in the 4th or 5th year to remain eligible for promotion.

FMLA absences are not considered when reviewing an employee's attendance record and should not be included when completing the attendance portion of the three-year evaluation.

Any questions regarding the selection criteria may be directed to my office or to Chief Officer Michael Lavelle at (718) 927-8488.

Attachment

cc: D. Irick
H. Lemanski
M. Ribosh
C. Cipriano
K. Moore-Ward
V. Sicolo

Revised Dispatcher Selection Criteria

Page 1

TA/OA BUS OPERATOR EVALUATION CRITERIA FOR PROMOTION TO DISPATCHER

When a three-year evaluation is requested, a date will be established to be used as a cut off for the three-year evaluation period. This date will be used for evaluations of all employees identified for promotion. The following criteria will be applied when evaluating an individual for promotion:

Section D -Sick (W.P; W.O.P), Leave W.O.P. (other than sick)

Criteria -No more than a total of 7 days or 3 instances in two out of the three years evaluated.

Section D -AWOL (Absent without leave)

Criteria - No AWOL is acceptable. For the purpose of this evaluation, the term AWOL will be defined as the willful neglect of duty (no call, no show or the lack of documentation supporting the call-in of an emergency). This definition allows for the individual who called in an emergency to submit appropriate documentation and not be charged with an AWOL. Absent such documentation, the employee will be considered AWOL.

Section D -Late Reports

For each of the three years indicated, provide all late reports, detailing the number of instances and associated time.

Section D -Comments

This section may be used to indicate improvement in the time and attendance category and /or circumstances where individual consideration should be given.

Revised Dispatcher Selection Criteria
Page 2

Section E -Disciplinary Actions

Criteria -A maximum of one final warning (OA) or reprimand (TA) in any of the 3 years evaluated will be permitted. Two final warnings (OA) or two reprimands (TA) or any suspension within the 3-year evaluation period will disqualify a candidate. Serious violations that have occurred within the prior five (5) years would deem a candidate ineligible for promotion. Serious violations would be defined to include gross insubordination, incidents that impact the health and safety of the public or fellow employees, or a major suspension of ten (10) days or more. All pending and implemented disciplinary actions should be noted on the evaluation form in the space provided and a copy of the candidate's disciplinary history should be affixed to the document before forwarding to Human Resources.

Preventable Accident Discipline Exception (4th & 5th years only) – One 10 day suspension for a preventable accident would not disqualify the candidate.

Section F -Recommendations and Complaints

List the date, reason and action taken for each commendation and/or complaint.

Section G -Safety Record

List the date(s) and a description of all incidents regardless of discipline. All Injury on Duty (IOD) should include the dates of each injury and their duration.

Section H -Restricted Duty

Office of Occupation Health Services must find any employee currently on restricted duty qualified to perform the essential functions of the position. Such evaluation will be conducted once an individual is recommended for promotion.

Revised Dispatcher Selection Criteria

Page 3

Section I-Performance

This section requires a determination by the evaluator based on the established criteria. For an employee that is not recommended, the unacceptable line must be checked and the reason(s) should refer to information previously listed in the evaluation, (e.g. poor attendance record, disciplinary record).

Section J -Selection Recommendation

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The recommended/not recommended box must be marked. If not recommended, the appropriate reasons must be listed consistent with the information previously indicated on the evaluation. The Assistant General Manager of the depot where the employee is currently assigned must sign the recommendation. The General Manager of the Division must sign the approval. Concurrence will be by the Chief Transportation Officer.

Expectations of Road Operations Management and Supervision

February, 2010

What is a post dispatcher expected to do?

The SLD:

- Arrives at the reporting location on time, prepared to work, in full uniform, equipped with:
 - Radio
 - Tally Sheets
 - Supervisory Accident Forms/IOD Forms
 - A handheld computer (for those dispatchers whose posts are EBS - electronic booking sheet—designated.)
- Remains at the assigned post for eight hours, unless otherwise directed by Command Center or Road supervisor.
- Reports to any Road Operations superintendent.
- May be directed to tally different routes on different days, if the post has more routes than can be tallied at once.
- Takes action to regulate service on the routes passing the post when there is a disruption to the regular schedule.
- Communicates these actions to other dispatchers on the route.
- Ensures that the number of trips is maximized.
- Responds to operator concerns.
- Investigates operators' claims of defective buses.
- Arranges for replacements for defective buses.
- Ensures Bus Operator compliance with all regulations, paying special attention to
 - Safety
 - Appearance
 - Conduct
- Addresses customer concerns or conflicts.
- Investigates and reports on accidents and unusual incidents.
- Serves as the "eyes and ears" of the MTA Regional Bus organization.
- Raises problems that cannot be solved at the SLD level to the superintendents.
- Submits reports as required.
- Reads bulletins and directives to stay abreast of current issues.

What is a Patrol Car (Mobile) Dispatcher Expected to Do?

The SLD:

- Has the same broad responsibilities as a Post Dispatcher
- As a primary function, investigates accidents and incidents
- Secondary to this, tallies buses at locations as directed by the superintendent.

What are the responsibilities of the Superintendent?

Each superintendent has specifically defined job responsibilities. For example, one superintendent may have primary responsibility for planning shuttle operations while another may have primary responsibility for preparing and distributing accident photographs. All Superintendents may be responsible for:

- Directly supervising post and mobile dispatchers. The superintendent must review and sign the day sheet of all dispatchers monitored during the tour.
- Managing particular routes (such as on-time performance routes) or locations (such as schools).
- Investigating and providing responses to complaints.
- Monitoring patrol car use and maintenance and cleanliness.
- Issuing summonses to vehicles that block bus stops and bus lanes.
- Investigating problems on routes.
- Suggesting improvements.
- Evaluating performance of routes or the results of service changes.
- Implementing detours.
- Establishing routine and emergency shuttle operations.
- Responding to weather-related conditions and emergencies – snowstorms, etc.
- Responding to accidents and bus breakdowns.
- Ensuring buses stay in service.
- Ensuring that the number of trips is maximized.
- Maintaining or improving schedule adherence (on time performance) and service regularity (wait assessment).
- Looking for unsafe operations.
- Working to most efficiently utilize dispatcher resources.

Definitions To Know For SLD Test

Below is an extensive but not complete list of terms that you should be familiar with.

Accident Description Report (ADR) - A form completed by supervision detailing particulars of an accident or incident, whether the bus operator is being sent for drug and alcohol testing and if so, whether the accident/incident meets FTA testing criteria.

Additional Vacation Allowance (AVA) - A type of leave balance accrued by working the day before, the day of and the day after a TA holiday, as scheduled. If the holiday is worked or falls on a RDO, it is accruable to the bank as an AVA or paid out 8 hours. If you are forced off (i.e. via the Fall Off List), it will only be paid out as 8 extra hours. AVAs are only worth 8 hours. Your birthday will become an AVA the January 1st after you complete 1 full year of service.

Boost Run - A run with a pay when calculated is less than 8 hours. The boost is the difference between the calculated run pay and 8 hours. (To meet the 8 hour guarantee, as per contract) Extra pieces have a 4 hour guarantee and will be boosted in the same manner.

Birthday (BDAY) - Your birthday becomes an AVA after 1 full year of service and on the January 1st, following completion of the year of service. Birthdays function the same as AVAs, with the exception that you will be automatically granted your birthday off if requested. (And paid out 8 hours)

Bulletin - Similar to the rulebook, a document providing information or instruction governing the operation of employees and buses. Permanent bulletins are permanent and must be updated or reissued every 2 years. They can be rescinded by a new bulletin or directive. Temporary bulletins are just that and can be rescinded at any time.

Bus Command Center (BCC) / Console - While used interchangeably, they refer to two different things. The Bus Command Center (aka BCC, Command Center, Control) is the building that houses a depot's console. The Bus Command Center also has other functions not available to operators but to supervision. **See: Console**

Bus Safety & Training Unit (BST) - A unit located at the Zerega Training Facility, responsible for the training and safety of bus operators and operations. They are in charge of probationary operators and are informed of an accident involving one OR if the accident meets certain criteria.

Clear Time - The time at which a work assignment ends and an employee is relieved of duty.

Console - A service incident management desk located within the Bus Command Center, that is responsible for the handling of accidents and incidents received from bus operators and supervision. A console may be responsible for handling events for more than one depot.

CPO: Short for City Police Officer, in which 99% of the time is an officer of the NYPD.

Deadhead: Driving not in service, without passengers between two locations.

Delay to Bus - In regards to accidents/incidents, this figure (in minutes) refers to the amount of time in which the bus was delayed, before being released from the accident/incident scene. (Back into service, returned to the yard, etc.)

Delay to Service - In regards to accidents/incidents, this figure (in minutes) refers to the amount of time in which service along a route was delayed because of the bus involved being delayed. This is usually equal to the scheduled headway of the route. However, this figure can be less than the headway, if the bus is returned to service before then.

Deviation Report (Late Slip) - Also known as a “cut slip”, this report explains why and how much you have deviated from your schedule.

Directive - Bulletins specifically governing supervision and management.

Disciplinary Action Notice (DAN) - The formal notice that an employee receives for discipline as a result of violating one or more rules.

Drop Back - A service adjustment where the bus is made to depart on a later than normally scheduled headway. This is also used to grant operators their meal when scheduled to keep their bus on the road.

Early Pull In (EPI) - Also known as a “tripper”, this status is assigned to a bus by maintenance indicating the need for it to be back in the yard at a given time for work to be performed. EPIs are the reason why you can't keep a particular bus, if it is not due back to the yard by the indicated EPI time.

Federal Transit Administration (FTA) - The Federal Transit Administration is a subagency of the United States Department of Transportation responsible for the regulation, financial and technical assistance of public transportation systems. They in part dictate the regulations regarding drug and alcohol testing for employees.

Fitness for Duty Testing (FFD / FDFT) - Also known as a “Fitness”, this is testing done by the MAC to ensure the tested employee is able to perform their job abilities and/or was not hindered by drugs/alcohol in the performance of them.

G-2 (To/From) - A blank memorandum used to document the happenings of any internal/external accident or incident.

G-46 - A “Request For Services” form for the Medical Assessment Center detailing the services requested for an employee. (i.e. Biannual medical, random drug testing)

Headway - The time in between buses.

Headway Allowance (HwA) - Time allotted for traveling to a relief point at the beginning of a run OR back to the depot at the end of a run.

Holiday Differential - A \$2/hr premium applied for working on the following holidays: New Years Day, July 4th, Thanksgiving and Christmas.

Hookup Time - See Reserve Time.

Insufficient Rest (8 Hour Rule Violation) - Hours of Service violation where a safety sensitive employee has less than 8 continuous hours of time off in between assignments.

Knockdown - Term used to refer to a collision involving a bus and pedestrian, or bicyclist. Collisions made with all two wheeled vehicles are considered to be knockdowns unless the vehicle has a license plate affixed.

Lapse Time - The time elapsed between two events. Lapse time is usually calculated for accident reports.

Lost Meal Penalty - An occurrence where an employee has less than 20 mins of their meal through no fault of their own. The employee will be given 30 minutes for meal and be given a 30 minute straight time penalty regardless of lost meal time.

Move Up - A service adjustment made to a bus where it is set to depart ahead of the regular schedule. This is not to be confused with the Move Up term used at the depot.

Night Differential - A premium applied for working between the hours of 6pm (18:00) and 5:59am (05:59) Monday thru Friday and from Friday night 6pm through Monday morning 5:59am.

Overtime Offset (OTO) - A type of leave balance accrued by banking overtime hours in lieu of being paid for it. TWU operators can only bank the straight time portion of their overtime and must be paid the overtime portion, while ATU operators can bank the entire time. (This is just general information, this bit cannot be asked on the test)

Personal Leave Day (PLD) - A type of leave balance accrued on January 1st, after one full year of service. Functions the same as an AVA, except that it cannot be carried over year to year.

Public Transportation Safety Board (PTSB) - New York State Department of Transportation sub agency responsible for safety oversight of all public transportation systems operating in

New York State that receive State Transit Operating Assistance. They will become involved in the investigation of major accidents. [See Appendix C](#).

Pulling In / Running Off / Rolling Off - All synonymous terms for going back to the yard after completing a live trip.

Pulling Out / Running On / Rolling On - Conversely, all synonymous terms for starting a trip from the yard to the first stop on a route.

Radio Codes - See Appendix A

Random Drug Test (RDT) - A randomly assigned alcohol drug test for an employee by a computer, as per FTA guidelines. Randoms are given a letter code (A-D) that dictates when you are notified and sent for the random. "A" randoms are at the start of your tour, "B" randoms are after your first half but before your swing, "C" randoms are after your swing but before your second half and "D" randoms are after your second half but before you clear.

Recaps - Think schedules that the passengers use but for supervision. Recaps list all the trips made on a route, their timepoints, where/when a trip gets relieved, the recovery time and what the bus does before and after a trip.

Recovery Time (Layover Time) - The time allotted at the end of a trip to return the bus back on time, if delayed.

Relief - The process of exchanging buses between operators at predetermined locations along a route.

Replacement Bus Operator (RBO) - The Bus Operator who replaces the original bus operator after they are unable to continue operation of the bus.

Reserve Time (Hookup Time) - The time in between a regular scheduled work assignment and an unscheduled overtime assignment, paid out as additional overtime, if the gap between the two is 59 minutes or less.

Run Light/Dark, Go Light/Dark To - Synonymous terms for driving not in service to a location.
See: Deadhead

Shifting (aka Drilling) - The movement of buses between the depot, yard and/or shop.

Sick Control List (SLCL) - A list of monitored employees who have 6+ unsubstantiated instances or any (2) one or two day patterned instances in a rolling year period. While on sick control, you do not get paid for the first day of sick leave, must submit doctors lines for every sick instance and are subject to home visits by management. You are removed from sick control if there are no more than 2 unsubstantiated instances in 6 months. [SEE ALSO: 70/30 List](#)

Sick Day (SICK) - Type of leave balance used to fund sick and/or FMLA related absences. New employees accrue one sick day per month worked. After one full year of service, employees will receive 12 sick days on May 1st and will receive the remainder of the sick days owed to them from the first year. After this, all employees will continue to receive 12 sick days every May 1st.

Spread - The amount of time elapsed between an operator's report and clear times.

Spread Violation (18:59 Hour Rule Violation) - Hours of Service violation where an operator's spread time exceeds 18 hours and 59 minutes.

Spread Penalty - An overtime penalty payment applied to scheduled runs with a spread of 11 hours or greater. Time and a half is paid out for every minute the spread exceeds 11 hours. (i.e. A spread that is 11 hours and 30 minutes will receive an additional 15 minutes payment)

SSD-1 - A form completed for accidents/incidents involving a fatal (or possible fatal) injury, 5 or more injuries, a bus fire or if it is alleged that the cause of the accident was a result of a mechanical failure.

ST-2 - The diagram/drawing page of the Supervisors Accident/Incident Form

Daily 24 Hour Bus Report (ST-10) - Log detailing bus operators reporting to yard after scheduled pullout time, late pullouts, open runs due to no buses available.

Daily Bus Summary (ST-40) - The summary of lost trips due to no operator.

Standard (Work Time) - The amount of time actually spent working on a run. Calculated by subtracting the spread time from total swing time. This is subject to a half time penalty if over 8 hours.

Supervisor's Accident/Incident Form - A 4 page form filled out by supervision regarding the details of an accident or incident. The diagram/drawing on page 3 is specifically referred to as the 'ST-2' form.

Swing - An employee's meal break time. You must be given one within 6 hours of work and one of your swings must be at least for 30 minutes.

Task Differential - A premium paid for time worked performing specific tasks. The most common types of task differential are articulated pay and shifting differential.

Travel Time - The time allotted to a run for traveling to/from a relief point.

Trick - Any work assignment that is non-revenue

Unscheduled Pullout - Any bus that is not scheduled to pull out, is pulling out to perform extra service and/or is a bus swap at the yard.

Vacation Day (VAD) - A type of leave balance accrued for working more than 15 days per month. Vacation time accrued is for use during the following year and is available on January 1st. Every year, you are allowed to convert vacation weeks into days for use. As a new employee, you accrue 1 vacation day per month (provided you work the 15 days). 5 and 10 days accrued will become 1 and 2 vacation weeks, respectively and will be available on January 1st, the following year. Any days in between will be individual days available.

Vacation Week (VAC) - 5, 10, 20 or 25 vacation days accrued. Vacation weeks are picked as part of the system (general) pick. A new employee will get 2 vacation weeks for use during their second year, provided they work the majority of 10 months. All employees will receive 4 vacation weeks for use after completion of 3 full years of service and at the next system pick.* Employees will receive 5 vacation weeks after completion of 15 full years of service.*

* The 3 and 15 full years must be completed before January 1st of the following year.

Violation - Short for violation of rules.

19A - Article 19-A of the New York State Vehicle and Traffic Law enumerates laws and procedures that specifically applies to bus operators of New York State.

70/30 List - Also referred to as the "Good/Bad List", this list ranks employees based on the amount of sick days in their bank vs. their potential full amount. Employees that make up the top 70% of the list are considered to be on the "Good" side and those making up the bottom 30% are considered to be on the "Bad" side. Employees on the good side are:

- Not required to "call in" and "call out" from the sick location
- Not required to medically document any absence of three days or less
- Not be subject to "home visits" or sick leave location investigations
- This provision shall apply to all employees who have passed probation and worked through one full leave year

Conversely, those on the bad side are subject to the above. Placement is re-evaluated every year. Employees with less than 3 years are automatically placed in the 30%, as their first evaluation does not occur until then. However, this does not mean that they are automatically subjected to the above provisions.

APPENDIX A

Radio Codes

- 1-1 : Bus vs. Bus Collision
- 1-2 : Bus vs. Auto Collision*
- 1-3: Bus vs. Pedestrian* (KNOCKDOWN)
 - 1-4: Bus vs. Fixed Object
 - 1-5: Vandalism - Road
 - 1-6: Vandalism @ Depot
 - 1-7: Miscellaneous
 - 1-8: Passenger Injury

* A collision with a bicycle, scooter, moped, etc. is considered to be 1-2 ONLY if it has a license plate. If it does not, then it is considered to be a 1-3.

- 1-A: Assault
- 1-F: Fire On BUs
- 1-M: IOD - Maintenance
- 1-R: Robbery
- 1-T: IOD - Transportation

APPENDIX B **Criteria for a FTA Covered Drug Test**

For an accident to be considered a “FTA Covered” accident, one of the following must result:

1. Death or injury
2. Any vehicles involved in an accident are disabled and are transported by another vehicle away from the scene. (This does not include damage to tires, headlights, taillights, turn signals, horn or windshield wipers)*
3. If any of the above are met, other employees not involved in the accident, can also be subject to a FTA drug and alcohol test if their performance could have contributed to the accident.

APPENDIX C **Criteria for PTSB Accident / Office of System Safety Notification**

For the PTSB to be notified of an accident, any of the criteria must be met:

1. Death or possible death within 24 hours
2. 5 or more injuries
3. Bus Fire
4. Mechanical Failure

X = Multiply
/ = Divide

1. Formula to figure out SPEED

$Mx60/RT=S$
(Mileage x 60 / Running Time = SPEED)

2. Formula to figure out RUNNING TIME

$Mx60/S=RT$
(Mileage x 60 / Speed = Running Time)

3. Formula to figure our Mileage

$RTxS/60=M$
(Running Time x Speed / 60 = Mileage)

4. Formula to figure out Number of Buses Required

$RTrRT+L/H=NBR$
(Round Trip Running Time + Layover / Headway = Number of Buses Required)

5. Formula to figure out Feet Per Second

$\frac{MPH \times 5280}{3600} = \text{Feet Per Second}$

6. Formula to Figure out Miles Per Hour

$\frac{FPS \times 3600}{5280} = MPH$

A Vehicle traveling 1 MPH covers 88 feet per minute
A Vehicle traveling 60 MPH covers 88 feet per second

The following links are to other materials, you may choose to have available as an MTA Employee. Some information can not be shared since it is confidential.

NYCT All Agency Rule Book (06/2016):

https://drive.google.com/file/d/1iEGrN1mq_lbuC1g-K6XEg6JJMCDSG_xj/view?usp=sharing

MTA All Agency Code OF Ethics (12/2015):

https://drive.google.com/file/d/1iBq08WjMbup-yZ53_yJu7kTY_g3XKhWO/view?usp=sharing

Department Of Buses Rule Book (6/2016):

<https://drive.google.com/file/d/101ExpLMz9F9InW1DaWU4uGfU8tVu5eLD/view?usp=sharing>

Disciplinary Procedures Manual (DOS 04/2018):

<https://drive.google.com/file/d/1i9GtQBV5SrpKAm6fX-vKsoTSFol3kBKQ/view?usp=sharing>

Policies and Procedures (HR): (must log in to TENS)

https://cvpnejdbt6y5qzvbalbugrdg5kbu5afr2wvdr.myaccessns.nymta.info/mtatoday/departments/hrDiv/Policies_Procedures.html

MTA Bus Rules of Conduct (04/2022):

https://drive.google.com/file/d/1i8lwh_ZENUYfFDbCcwyhCGdWLQaNM-Lt/view?usp=sharing

NYCT Rules of Conduct (04/2022):

https://drive.google.com/file/d/1i8glqNyPto1tl07e_Nx7_su0DysLTrq/view?usp=sharing

NYS DMV CDL Manual (02/2011):

<https://drive.google.com/file/d/1i5VZvqS9q2br2DesCY082ZMViRddU2aQ/view?usp=sharing>

Contracts (07/2022):

<http://www.twulocal100.org/contracts-taoamta-bus>

Here are some additional resources to check out, that will aid in your studies:

Mike Pal's Exam Prep Site: <https://michaelpal4.wixsite.com/collegepoint/exam-prep>

Includes test prep questions and additional resources.

The Pick Board Decoded: <https://youtu.be/zS1VfdjQI4Y>

By Michael Enriquez, this video explains every column on the pick board. (Also known as Schedule Reports / Run Sheets) Understanding the columns will help you when it comes to calculating run pay.

To Find Bulletins on DOBIC:

Login (<https://myaccessns.nymta.info/>), click on the DOBIC icon. On the DOBIC homepage, click on **Bulletins & Directives**, then **Transportation Mobile**.

To Find Recaps, Schedule Reports and Paddles: DOBIC > Schedules, Bus Service

Lesson 2

Study Guide

Rule Book Contract Memorandums and Bulletins

When preparing for the Dispatcher Exam one of the key strategies is remembering specific details about the literature that we read. In the past several years the TA has gotten away from the importance of new dispatchers being able to pay specific runs under different conditions. Even the Speed/Time Distance formulas have become less important. Although Empire Exams still teaches these math equations in specific detail, we owe it to our students to prepare them as fully as we can for what's currently expected to be on the exam. This special study guide can help you focus on how to identify which bulletins to study. How to identify what information in the bulletin is pertinent and where to focus your studying energy to maximize your possible score on the exam. We are not implying that our students should neglect other areas of study nor should they spend their time only focusing on these areas of study.

Each student can find their own learning ability and gear their areas of study and time allotment towards the subjects that they feel they need to. As always our instructors are always available to you for any extra help you may need. We suggest that when you are at your depot, if you have an extended swing, report early, stay after your clearing time, or even while you're on report, use that time to study bulletins and memorandums. Take the rule book with you when you're on the bus and use the layover or recovery time to brush up on the rules and regulations. When you have time at home on your computer if you go online to www.twu100.org you can view your current contract. We have also been able to provide you at no charge a CD Rom with over 330 current bulletins and memorandums.

Many operators at this point feel overwhelmed at what they perceive to be a tremendous amount of material that needs to be studied. That's where our unique study material is the most valuable. Not only can you set up a study schedule to maintain your positive energy and confidence on the exam but if you identify the areas that may need more of your attention, then you can find ways to devote more time to those areas.

Our goal at Empire Exams is to help you to identify the areas that you should focus the maximum study time on and the areas that you can simply just casually study. We are by no means expecting you to ignore any of the areas of study that we teach but we will focus more time in classroom study to the areas that we believe will be on the exam.

1. When looking at the memorandums, bulletins, and directives that you plan to study, try to identify ones that you can put aside and dismiss and remove them from your focus.
 - a. Any bulletin that says temporary or remove from posting on such and such a date. The exam should not ask any questions based these temporary bulletins. (daylight savings time, detours, parades etc.)
 - b. Any bulletin, memorandum, or directive that applies to only one route. The testing department realizes that many operators take this exam from many depots. They cannot fairly ask a question from something that all operators are not required to know.
 - c. Bulletins, memorandums, and directives that specify information that includes lines, changes, or any other issue that does not affect every depot.
 - d. Any information given for changes in Bus Stop locations or specific rules that may only apply to one specific terminal. (Westchester Square) Williamsburg Bridge Plaza).

Important

Pay Formula

When Paying Runs whether straight or swing runs, we have developed a formula, when followed should pay every run correctly.

Using this formula without leaving any step out, will help you arrive at the correct pay for every run and every scenario.

1 The first step is determining the **Standard** of the run you are paying. To find the correct Standard you have to deduct the swing from the spread. The standard is considered the work time.

2 The second step is determining if any **Overtime** has to be paid on the run. If your standard is over 8 hours, You pay half time on the excess over 8 hours. For example if the standard is 8 hours and 42 minutes, The overtime paid would be 21 Minutes or Half of 42 Minutes. If the excess over 8 hours ends in an odd number (example 41 Minutes) The overtime added would be 21 minutes as the extra half minute always gets added to the run pay.

3 The third step is determining the **Meal Pay**. Each meal gets paid based on the length of the swing. The minimum swing is 30 minutes. Any swing from 30 minutes to 1 hour gets paid straight time. A 40 minute swing would receive 40 minutes pay. A 53 minute swing would receive 53 minutes pay. An hour swing would receive an hours pay. A swing between 1 hour and 2 hours will receive 1 hours pay. Regardless if a swing is 1:01 or 1:51, The paid swing would be an hour. Any swing in excess of 2 hours the pay would be half of the entire swing. A 3 hour swing would receive 1:30 pay. A 4:22 swing would receive 2:11 pay. If the run has 2 swings they get paid individually.

4 The Fourth step is determining the **Eleven Hour Rule** or Spread Penalty. Any run that has a spread in excess of 11 hours would receive half time on the excess over 11 hours. A run that reported at 6AM and Cleared at 6PM would have a 12 hour spread. That means there is 1 hour in excess over 11 hours so the run would receive 30 minutes pay.

5 The fifth step is determining the **Boost Allowance**. A run would have to receive a boost if the Standard, Overtime, Meal, and Eleven Hour Rule, when added together totals less than 8 hours for a regular run or 12 hours for a Double up Or RDO.

The sixth and final step is determining if the run should receive a **Headway Allowance**. A headway allowance is only paid at the beginning or end of a tour when the operator is required to make a relief or get relieved. There is never a headway allowance paid on a swing. If the line that is being worked calls for a headway allowance. You pay 1 headway allowance if the operator makes a relief to begin his or her first half, and 1 headway allowance if the operator gets relieved at the end of their tour.

When setting up your worksheet to pay a run using this formula it should look like the sheet on the next page

Meal

Clear _____

End _____

Report _____

Start _____

Subtract your report time

Subtract the start of your meal time

From Your Clear Time

From the end of your meal time

To determine your spread

to determine the length of your swing

ALWAYS USE MILITARY TIME

Separate the hours and minutes and subtract them separately. If the minutes on the bottom is a larger number than the minutes on top, you have to borrow from the hour column. When Borrowing an Hour remember to add 60 minutes to the amount of minutes you already have in the minutes column.

Lets pay an example run

Clear	15 41
Report	06 22
Spread =	09 19
Minus Swing	01 20
Standard =	07 59

Meal	
End	11 17
Start	09 57
Swing=	01 20
S	07 59
O	00 00
M	01 00
E	00 00
B	00 00
H	00 00
Total Run Pay Equals	08 59

Because the S,O,M,E totaled more than 8 Hours There is no Boost and we did not specify a headway allowance for this run.

Lets do another

Clear	19 18
Report	08 37
Spread =	10 41
Minus Swing	04 54
Standard =	05 37

End	15 08
Start	10 14
Swing=	04 54
S	05 37
O	00 00
M	02 27
E	00 00
B	00 00
H	00 00
Total Run Pay Equals	08 04

When Paying RDOs or Double Ups Use the same formula but make a note on the paper specifying the type of run you are paying. See the example below.

RDO

Clear	16 40
Report	06 07
Spread =	10 33
Minus Swing	00 44
Standard =	09 49

End	13 38
Start	12 54
Swing=	00 44
S	09 49
O	04 55
M	01 06
E	00 00
B	00 00
H	00 00
Total Run Pay Equals	15 50

An RDO Gets half time on the entire standard and half time on the paid swing. If this run had been a Double Up it would pay Half time on the entire standard and straight time on the swing. As a double up this same run pays 15:28

Night differential is figured from 6:00PM to 05:59 AM

Every run must pay at least 8 hours. Night differential must be paid on boost if any boost is in run that clears during night differential hours.

Reserve Time or Hook up Time

1. Reserve time will be paid at time and one-half up to and including 59 minutes between the clearing time of one piece and the reporting time of a second piece of work.
No reserve time will be paid under any circumstances if the reserve time between two scheduled pieces of work is more than 59 minutes.
2. Reserve time, before or after a full run, paid at the rate of time and one-half. This time, if needed, will be utilized to build extra to a minimum of 4 hours. Reserve time will be deducted from boost time on an extra.
3. On double-up, reserve time is paid at time and one-half, in addition to the minimum pay of 12 hours pay for a complete second run.

Boost Allowance

Boost allowance is utilized due to late pull-in, delay on road, traffic, or breakdown.

1. If time on a late pull-in is not more than the boost allowance, no payment of time is allowed.
2. If late pull-in is more than boost allowance, all time over boost allowance is paid at time and one-half.
3. If ordered to make an extra trip in passenger service, boost is not deducted. Extra service is always considered time and one-half regardless of vehicle time.
4. Accident reports: boost time at the end of the run shall be subtracted from the 1-hour allowance for the accident report.

Remember it the easy way. If there is boost time in a run the boost time must be deducted if:

- A. Operator is late pulling in or getting relieved.
- B. Operator has an accident.
- C. Run is not complete.

Boost time is not deducted:

- A. If run has been completed and a second piece of work is started or operator is ordered to make an extra trip.
- B. When an operator doubles-up, whether it is on an extra, part of a run, or a full run.

When there is a boost and night differential is involved, the boost must be added to the night differential if the clearing time falls between 6PM thru 5:59AM.

REMINDERS

RDOs guarantee a minimum of 12 hours pay = $\frac{1}{2}$ standard and $\frac{1}{2}$ meal

DOUBLE-UPS = guarantee a minimum of 12 hours pay $\frac{1}{2}$ standard only

FINISH-UPS = $\frac{1}{2}$ time for work time only

REPORTING TIME = start of day

PULLOUT TIME = schedule time to pull out

RELIEF TIME = to make relief at proper relief point

STANDARD = total of all work time

SPREAD = from report time to clear time

VEHICLE TIME = time on bus

HEADWAY TIME = time allotted between buses (always put at end of run, never any
 $\frac{1}{2}$ time on headway)

SWING = meal

BOOST = standard plus meal is under 8 hours

7:02 standard + 45 minutes meal = 7:47 13 minute boost to make total 8 hours

TRAVEL ALLOWANCE = time allotted to make relief away from depot, counted as
work time

NIGHT DIFFERENTIAL = Paid from 6PM to 5:59 AM and all day Saturday and Sunday. When
you boost a run that clears during night differential hours you must boost the night differential

**Use military time when working out pay problems. Add 12 hours to time over
12:59 PM. Add 24 Hours if the run clears after midnight**

Changing hours to 60 minutes (Ex. 8:29 = 7:89 used for subtracting minutes from hours).

An operator reporting to work on time in a fit condition is guaranteed a minimum 8 hours pay.

RDO PAY

1. Standard hours less than 8 hours – pay one-half of the standard plus one-half of the swing.
2. Standard hours 8 hours or more – pay 4 hours plus one-half of the swing.
3. Swing run – pay one-half the standard hours not to exceed 4 hours plus one-half of the paid portion of swing.
(Ex: Run has 6-hour swing – normal pay is 3 hours, RDO pays 4 ½ hours for swing)
If run has boost in it the boost doesn't get half time.
4. If the run, after adding the half time to it, is less than 12 hours pay you must boost it up.
5. No half-time for headway allowance.

Note: To be eligible for premium pay you have to work 3 days in that week. If you are sick 3 days no premium pay.

PAY FULL DOUBLE UP

Add one-half of the standard to the base run pay (do not include headway allowance, if any) if the total is less than 12 hours add sufficient number of minutes in the boost column to make the pay hours of the run 12 hours.

You do not get half the swing on a double-up

To all of the above, if applicable, add reserve time and half of the reserve time and headway allowance.

PAY DOUBLE ON FIRST HALF OF RUN

1. On first half of run, report time is as recorded.
2. If relief is to be made, pay headway allowance.
3. If operator gets relieved, add travel time and clear time. First half of run has a clearing time.

ON SECOND HALF OF RUN

1. Back up number of travel minutes, if necessary.
2. Back up 10 minutes to establish new reporting time.
3. Check to see if the new reporting time of the second piece of work is within 59 minutes or less of the clearing time of the first run. If so, the operator is entitled to reserve time and half time of the reserve time. (Hook Up Time)
4. The entire double-up is paid at time and one-half exclusive of the swing time.

UTS RELATED PAY CHANGES

1. Late pull ins will be paid at straight time unless operator has 8 hours or more standard.
2. Any Operator Pulling In late Due to A Breakdown, Extra Service, or Fuel Line will be paid at time and a half regardless of standard
3. Operators who perform extra service during their first half will be paid at time and one half for time after their scheduled pull in time

THINGS TO REMEMBER WHEN DOING PAY PROBLEMS

An operator reporting to work on time in a fit condition is guaranteed a minimum 8 hours pay.

Utilization of boost time (deduct boost)

1. When run is cut for whatever reason.
2. When arriving late at a relief point or pulls in late due to traffic and/or breakdown.
3. Operator has an accident on the run.

Boost time is not deducted from the run if the run has been completed and bus operator works a second piece of work and/or is ordered to make another trip.

A double-up, whether it be a half or a full run, or just a part of a run, boost time is not deducted.

When there is boost in a run and night differential is involved, the same number of boost minutes will be added to the night differential if clearing time is from 6PM and 5:59AM.

To compute pay hours: subtract reporting time from the clear time. The difference will be the spread of the work To obtain the work time subtract the meal allowance from the spread of work. If the work time is over 8 hours, all time over 8 hours must be paid at the rate of time and one-half.

Headway time and swing time are an allowance.

Never pay time and one-half on headway or swing time.

On double-ups everything is paid at the rate of time and one-half, except the swing and headway time.

When a full run is worked on a double-up, the operator must get a minimum 12 hours pay.

PAYMENT FOR MEDICAL

When ordered to appear at the N.Y.C. Transit Authority Medical Department.

1. Ordered to report prior to the commencement of regular scheduled tour of duty:
 - A. Medical and reporting for duty at scheduled time, three and one-half hours
3 ½ hours pay at regular rate of pay.
 - B. Reporting for duty late of scheduled reporting time due to medical the amount of the time you miss from your tour will be deducted from the 3 ½ hours.
2. Ordered to report for medical and the scheduled time interferes with the completion of run: Any time missed from run will be deducted from the 3 ½ hours.
3. Ordered to report to medical after the completion of your tour of duty:
 - A. Full run pay.
 - B. 3 ½ hours for medical no matter how much time it takes.
4. Ordered to report completely within your tour of duty:
 - A. No pay for medical.

FORMULAS

1. To find miles per hour when given length of route and running time
length of route x 60 divided by running time = mph
 $5 \times 60 = 300$ divided by 30 = 10 mph
2. To find running time when given length of route and mph
length of route x 60 divided by mph = running time
 $5 \times 60 = 300$ divided by 10 mph = 30 minutes
3. To find length of route when given running time and mph
running time x mph divided by 60 = length of route
 $30 \times 10 = 300$ divided by 60 = 5 miles
4. To find number of buses required to maintain a specified headway
round trip running time + recovery time at each end divided by headway = number of buses

running time = 30 minutes
headway = 5 minutes
layover = 5 minutes (each terminal)

 $60 + 10 = 70$ divided by 5 = 14 buses required

VEHICLE SPEEDS

Vehicle traveling at 1 mph covers 88 feet per minute

Vehicle traveling at 60 mph covers 88 feet per second

Miles per hour x 5280 divided by 3600 = feet per second

Feet per second x 3600 divided by 5280 = miles per hour

MEALS

One hour or less Receives Straight Time, From 1 hour – 2 hours receive 1 hour pay; over 2 hours will get half the swing. (4:22 will receive 2:11)

All SICK TIME and 60% start May 1 and end April 30.

Hired after April 29, 1988 – no pay for sick day if within the first year.

After 1 year if on sick leave control they loose the first day pay.

Sick – 1 day per month on major part of a month.

After 5 unsubstantiated instances you will be counseled.

Upon the 6th unsubstantiated instance you will be placed on SLCL.

Having a pattern of 1 and 2 days sick with less than half your sick balance in the bank = SLCL.

Once on SLCL you must submit doctor's lines for any amount of time out sick.

You are placed on SLCL for 1 year from the day you are notified and will be reviewed every 6 months.

PERSONAL DAY – receive Jan 1; if new B/O hired Jan 2, 1999 they will receive first P/D on Jan 1, 2001. P/D can't be carried over into the next year; must be used in same year.

Sick Policy

70% No Doctors Lines Necessary for up to 3 days absence
Not required to call in and out of the house

SICK CHARGE DAYS

- $\frac{1}{4}$ day charged if operator worked more than 5 hours
- $\frac{1}{2}$ day charged if operator worked more than 3 hours but less than 5 hours
- $\frac{3}{4}$ day charged if operator worked more than 1 hour but less than 3 hours
- 1 day charged if operator worked less than 1 hour

Rule: you can't use more than 96 days in 1 year

60% DAYS

Over 4 years but under 8 years	15 day
Over 8 years but under 14 years	30 days
Over 14 years but under 20 years	60 days
Over 20 years	90 days

Winter Uniforms:

Oct 15 – April 30

COLOR CODE BULLETINS

White	—	Route & Schedule
Pale Yellow	—	Equipment
Pink	—	Public Events
Green	—	Revenue (Fares & Passes)
Blue	—	Personnel (Uniforms, etc.)

FACTS

Bus Operators are required to make all ADA announcements.

Persons wearing roller blades, roller skates, etc. and or barefooted are not allowed on NYCTA buses.

Service animals are allowed on NYCTA buses. Examples: seeing eye, hearing guide, support or therapy dogs. Professional trainers of these dogs are allowed if they show proper ID.

Other animals must be carried in a pet carrier type container that is small enough to be accommodated on passenger's lap, and does not block aisles or create a safety hazard.

During an emergency diversion operators are required to make bus stops at every block of the diversionary route preferably at the far side of intersections.

Buses carrying passengers who require the use of the lift must never be turned short of scheduled destination as long as it isn't an emergency.

The wearing of a seat belt is mandatory along with 2-handed wheel operation and engaging master switch only when the operator is seated behind the wheel of the bus.

No employee may work overtime that will cause him/her to have less than 8 hours off before or after his/her work assignment on the next day.

2017 RETIRED SLD RODRIGUEZ

PROMOTION EXAM-2506

1-TO OPERATE A BUS, NEW YORK STATE 19A LAW REQUIRES A BUS OPERATOR TO COMPLETE WHICH ONE OF THE FOLLOWING, EVERY TWO YEARS?

- A-AN MV-104 FORM**
- B-A DISCIPLINARY EVALUATION**
- C-A RE-CERTIFICATION EXAM**
- D-AN ATTENDANCE REVIEW**

2-THERE MAY BE OCCASIONS WHEN A BUS IS COMMANDERED BY A MEMBER OF THE NYC POLICE OR FIRE DEPARTMENT. OPERATORS OF COMMANDERED BUSES ARE REQUIRED TO CONTACT THE CONSOLE DISPATCHER AND THE BUS COMMAND CENTER FOR PERIODIC UPDATE EACH TIME THEY ARE INSTRUCTED TO CHANGE LOCATIONS AND EVERY

- A-30 MINUTES**
- B-60 MINUTES**
- C-90 MINUTES**
- D-120 MINUTES**

3-HOW MANY POINTS MUST A BUS OPERATOR ACCUMULATE DURING AN EIGHTEEN-MONTH PERIOD TO BE DISQUALIFIED FROM 19A CERTIFICATION ON A NEW YORK STATE DRIVING LICENSE?

- A-3**
- B-5**
- C-7**
- D-9**

4-A BUS OPERATOR APPROACHES A STOPPED SCHOOL BUS WITH FLASHING RED LIGHTS ON THE OPPOSITE SIDE OF A DIVIDED ROADWAY. WHAT SHOULD THE BUS OPERATOR DO?

- A-BLOW THE HORN AND CONTINUE DOWN THE ROAD.**
- B-SLOW DOWN AND CONTINUE CAUTIOUSLY.**
- C-STOP AND MOVE ONLY AFTER THE RED LIGHTS ON THE SCHOOL BUS HAVE STOPPED FLASHING OR IS WAVED ON BY THE SCHOOL BUS OPERATOR OR TRAFFIC OFFICER.**
- D-CONTINUE AT NORMAL SPEED BECAUSE THE SCHOOL BUS IS ON THE OPPOSITE SIDE OF A DIVIDED ROADWAY.**

5-THE NEW YORK STATE 19A LAW REQUIRES BUS OPERATORS TO NOTIFY THEIR EMPLOYER BY THE END OF THE NEXT BUSINESS DAY WHENEVER THEIR DRIVER'S LICENSES ARE SUSPENDED OR REVOKED. OR IF THEIR DRIVING PRIVILEGES ARE WITHDRAWN. EMPLOYEES WHO FAIL TO MAKE THE MANDATORY NOTIFICATION ARE SUBJECT BY LAW TO A LICENSE SUSPENSION FOR A MINIMUM OF

- A-1 DAY**
- B-3 DAYS**
- C-5 DAYS**
- D-7 DAYS**

6-UNDER NORMAL CONDITIONS ON A ROUTE WITH ONE LINE, THE MINIMUM DISTANCE THAT SHOULD BE MAINTAINED BETWEEN TWO NEW YORK CITY TRANSIT BUSES IN MOTION TRAVELING IN THE SAME DIRECTION IS

- A-25 FEET**
- B-50 FEET**
- C-75 FEET**
- D-100 FEET**

7-WHEN THE RETARDER SYSTEM ON A BUS IS "ON" THE SYSTEM ASSISTS IN A DECELERATING THE BUS AND

- A-INCREASE ENGINE LIFE AND LOWER MAINTENANCE COST**
- B-DECREASES BRAKE LINING WEAR AND LOWER MAINTENANCE COST**
- C-DECREASES TRANSMISSION WEAR**
- D-DECREASES TIRE WEAR**

8-ON BUSSES EQUIPPED WITH A SPEAK EASY SYSTEM (HANDS FREE MICROPHONE), BUS OPERATORS ARE REQUIRED TO USE THE SYSTEM

- A-FOR ALL ANNOUNCEMENTS**
- B-FOR SPECIAL REQUESTED ANNOUNCEMENTS**
- FOR NON ADA ANNOUNCEMENTS**
- D-ONLY WHEN THERE ARE STANDING CUSTOMERS**

9-WHICH ONE OF THE FOLLOWING CENTRAL PARK TRANSVERSE ROADWAYS IS AN ARTICULATED BUS PROHIBITED FROM TRAVELING ON DUE TO INADEQUATE HEIGHT CLEARANCE?

- A-66TH STREET**
- B-79TH STREET**
- C-86TH STREET**
- D-96TH STREET**

10-CONVICTIONS OUT OF STATE FOR DRIVING A BUS WHILE UNDER THE INFLUENCE (DUI) OR WHILE INTOXICATED (DWI) WILL RESULT IN A 19A DISQUALIFICATION FOR

- A-1 YEAR**
- B-3 YEAR**
- C-5 YEARS**
- D-10 YEARS**

11-RETARDER EQUIPPED BUSES SHOULD HAVE THE SYSTEM “ON” WHILE OPERATING THE BUS EXCEPT WHEN THE BUS IS

- A-ON A STEEP HILL**
- B-BACKING UP**
- C-ON WET OR ICY PAVEMENT**
- D-ON DRY PAVEMENT**

12-NYC TRANSIT’S BUS’S WHEELCHAIR LIF/RAMP SHOULD BE USED FOR

- A-ANY ONE WHO REQUESTS TO USE THE LIFT/RAMP**
- B-WHEELCHAIR BOUND CUSTOMERS, ONLY**
- C-CUSTOMERS WITH OBVIOUS DISABILITIES, ONLY**
- D-CUSTOMERS WITH ATTENDANTS, ONLY**

13-WHAT IS THE MAXIMUM COMBINED WEIGHT LIMIT IN POUNDS FOR A CUSTOMER AND WHEELCHAIR ON THE WHEELCHAIR LIFT?

- A-300
- B-400
- C-500
- D-NO RESTRICTIONS

14-OPERATOR VEHICLE CONDITION REPORT (OVCR) CARDS INDICATING A DEFECT MUST BE KEPT IN THE YARD DISPATCHER'S OFFICE FOR BUS OPERATORS TO REVIEW FOR A MINIMUM OF HOW MANY DAYS?

- A-2
- B-3
- C-4
- D-5

15-BUS OPERATORS, WHO ARE APPROVED FOR DUAL EMPLOYMENT AND DO NOT HAVE ANY CHANGE IN THE HOURS WORKED IN EITHER JOB, MUST HAVE THEIR DUAL EMPLOYMENT STATUS RENEWED EVERY

- A-6 MONTHS
- B-12 MONTHS
- C-24 MONTHS
- D-36 MONTHS

16-IF AN EMERGENCY VEHICLE IS COMING TOWARD YOU WHILE YOU ARE OPERATING A BUS, IN THE OPPOSITE LANE OF A TWO WAY ROADWAY, YOU SHOULD

- A-CONTINUE IN YOUR LANE
- B-STOP WHERE YOU ARE
- C-PULL OVER TO THE RIGHT EDGE OF THE ROAD AND STOP
- D-PULL INTO THE NEXT BUS STOP

17-HOW MANY POINTS CAN A BUS OPERATOR, WITH LESS THAN 9 POINTS ON HIS/HER LICENSE REDUCE THE POINTS ON HIS/HER LICENSE BY TAKING A DEFENSIVE DRIVING COURSE?

- A-1
- B-2
- C-3
- D-4

18-THE PROBATION PERIOD FOR A NEWLY PROMOTED DISPATCHER IS

- A-6 MONTHS**
- B-9 MONTHS**
- C-12 MONTHS**
- D-18 MONTHS**

19-WHICH ONE OF THE FOLLOWING STEPS IS NOT PART OF THE PROCEDURE FOR OPERATING A REAR DOOR WHEELCHAIR LIFT?

- A-APPLYING THE PARKING BRAKE**
- B-PUTTING THE GEARSHIFT IN THE NEUTRAL POSITION**
- C-ENGAGING THE KNEELING FEATURE**
- D-CLOSE THE FRONT DOOR**

20-QUALIFIED SHIFTERS WHO PERFORM THE DUTIES OF REVENUE ATTENDANTS RECEIVE A DIFFERENTIAL OF

- A-25 CENTS PER HOUR**
- B-50 CENTS PER HOUR**
- C-75 CENTS PER HOUR**
- D-1 DOLLAR PER HOUR**

21-AS A GENERAL DISPATCHER IN NYCT DEPOT, WHEN MUST YOU REQUEST A COMPLETE MV-104 FORM FROM AN OPERATOR WHO HAS AN ACCIDENT WHILE OPERATING A NYCT VEHICLE?

- A-ONLY WHEN THE OPERATOR IS AT FAULT**
- B-ONLY WHEN SOMEONE CLAIMS INJURY**
- C-ONLY WHEN THE PROPERTY DAMAGE EXCEEDS \$1,000**
- D-ANY TIME THERE HAS BEEN AN ACCIDENT**

22-ACCORDING TO THE CONTRACT BETWEEN THE TWU AND NYCT, WHEN A BUS OPERATOR MISSES THEIR ENTIRE MEAL TIME, THEY WILL BE GIVEN A MINIMUM OF 30 MINUTES MEAL TIME PLUS AN ADDITIONAL PENALTY PAY OF

- A-15 MINUTES**
- B-30 MINUTES**
- C-45 MINUTES**
- D-60 MINUTES**

23-BUS OPERATORS IN CUSTOMER SERVICE REQUIRED TO GIVE THEIR BADGE NUMBER TO

- A-ANYONE WHO REQUESTS IT**
- B-ONLY SUPERVISION**
- C-ONLY WHEN THE REQUESTOR PROVIDERS THEIR IDENTIFICATION**
- D-OTHER EMPLOYEES**

24-THE RATE OF PAY FOR EMPLOYEES WHO ARE REQUIRED TO WORK ON SNOW WORK INSTEAD OF THEIR REGULARLY ASSIGNED DUTIES IS

- A-THEIR REGULAR PAY RATE**
- B-TWO AND HOUR EXTRA**
- C-ONE AND ONE HALF REGULAR RATE**
- D-DOUBLE THEIR REGULAR RATE**

25-TO REQUEST A SICK LEAVE DAY, WHAT IS THE MINIMUM NUMBER OF HOURS BEFORE THE START OF A TOUR OF DUTY THAT AN EMPLOYEE MUST NOTIFY THEIR WORK LOCATION?

- A-1/2 HOUR**
- B-1 HOUR**
- C-2 HOURS**
- D-3 HOURS**

26-HOW MANY DAYS AFTER RETURNING TO WORK, MUST AN EMPLOYEE COMPLETE A SICK LEAVE APPLICATION?

- A-1**
- B-3**
- C-5**
- D-7**

27-A BUS OPERATOR MOVES TO A NEW HOME ON JUNE 4, 2005. DEPOT MANAGEMENT SHOULD BE NOTIFIED OF THE CHANGE OF PERMANENT ADDRESSES BY WHAT DATE?

- A-JUNE 3, 2005**
- B-JUNE 9, 2005**
- C-JUNE 11, 2005**
- D-JUNE 12, 2005**

**28-BUS OPERATORS MUST HAVE RELIABLE WORKING WATCHES,
WHICH MUST BE SYNCHRONIZED WITH THE**

- A-YARD DISPATCHER'S CLOCK**
- B-FAREBOX CLOCK IN THE BOX**
- C-BUS OPERATOR'S HOME CLOCK**
- D-CREW OFFICE CLOCK**

**29-IT IS THE RESPONSIBILITY OF ALL EMPLOYEES TO CHECK AND
READ THEIR DEPOT'S BULLETIN BOARD**

- A-AS OFTEN AS POSSIBLE**
- B-DAILY, BEFORE GOING ON DUTY**
- C-WEEKLY**
- D-BI-WEEKLY, WHEN PICKING UP THEIR PAYCHECK**

**30-A BUS OPERATOR NOTICES THAT A STEEL PLATE ON THE ROADWAY
NEAR THE CURB HAS SHIFTED PREVENTING A NORMAL APPROACH TO
A BUS STOP TO PICK UP CUSTOMERS. WHAT SHOULD THE BUS
OPERATOR DO?**

- A-BYPASS THE BUS STOP AND CONTINUE TO THE NEXT BUS STOP**
- B-SELECT A SAFE STOPPING POINT AS NEAR AS POSSIBLE TO THE
REGULAR STOP**
- C-CALL THE COMMAND CENTER FOR INSTRUCTIONS**
- D-STOP IN MIDDLE OF THE STREET**

**31-ON A BUS ROUTE, THE NUMBER OF BUSES LEAVING THE TERMINAL
EACH HOUR IS DECREASED FROM 10 TO 4. THIS DECREASE CAUSES THE
HEADWAY TO INCREASE BY HOW MANY MINUTES?**

- A-6**
- B-9**
- C-10**
- D-15**

**32-EXCEPT IN EMERGENCIES, A BUS OPERATOR MUST BE OF DUTY FOR
HOW MANY CONTINUOUS MINUTES BEFORE BEGINNING HIS/HER NEXT
DAY'S ASSIGNMENT?**

- A-360**
- B-480**
- C-600**
- D-720**

33-BUS OPERATORS ARE REQUIRED TO RECORD ALL BUS SAFETY AND NON SAFETY DEFECTS ON WHICH ONE OF THE FOLLOWING REPORTS?

A-DEVIATION REPORT

B-DAILY 24 HOUR BUS REPORT

C-OPERATORS VEHICLE CONDITION REPORT

D-OPERATORS UNUSUAL CONDITION REPORT

34-A DISPATCHER IS SENT TO THE SCENE OF A SERIOUS ACCIDENT. AN SSD-1 FORM IS REQUIRED IF IT IS FOUND THAT

A-THERE ARE THREE OR MORE INJURIES

B-TWO OR MORE BUSES WERE INVOLVED IN THE ACCIDENT

C-THE BUS OPERATOR CLAIMS THAT BRAKE FAILURE CAUSED THE ACCIDENT

D-AN AUTOMOBILE INVOLVED IN THE ACCIDENT STRUCK ANOTHER AUTOMOBILE

**2017-RETired SLD RODRIGUEZ
PROM EXAM-2506**

ANSWER QUESTIONS 35 THROUGH 41 USING THE SCHEDULE OF RUNNING TIMES FOR A BUS SHOWN BELOW. ALL BUSES LEAVE TERMINALS IMMEDIATELY UPON SCHEDULED ARRIVAL TIMES UNLESS OTHERWISE STATED IN THE QUESTION.

ROUTE OA 1000 DAY: WKD DIRECTION: EAST BOUND

**FROM: 1200M 600A 700A 730A 900A 130P 700P 800P 1000P
TO: 559A 659A 729A 859A 129P 659P 759P 959P 1159P**

39TH ST ARCADE AVE									
GREEN AVE MAJOR ST	3	3	4	4	4	4	3	3	3
METRO AVE GRANIT ST	4	6	7	9	9	9	8	8	6
BROADWAY MARS AVE	2	2	3	4	3	3	3	2	2
BELL BL NBL	3	4	5	6	5	6	6	4	4
NORTHERN BL 170 ST	5	7	8	8	8	8	8	6	7
TOTAL	17	22	27	31	29	30	28	23	22

ROUTE OA 1000 DAY: WKD DIRECTION: WEST BOUND

FROM: 1200M 530A 630A 730A 200P 330P 700P 900P 1100P
TO: 529A 629A 729A 159P 329P 659P 859P 1059P 1229A

NORTHERN BL 170 ST									
BELL BL N. BL	4	8	10	12	11	11	10	9	8
BROADWAY MARS AVE	3	3	4	5	7	6	5	4	4
METRO AVE GRANIT ST	2	3	3	3	3	3	3	2	2
GREEN AVE MAJOR ST	3	5	6	6	6	6	5	5	3
39 TH ARCADE AVE	3	3	3	3	4	3	3	3	3
TOTAL	15	22	26	29	31	29	26	23	20

2017 RETIRED SLD RODRIGUEZ

39TH STREET AND ARCADE AVE RECAP NORTHERN BOULEVARD AND 170TH STREET

35-A BUS PULL OUT OF THE DEPOT “OA” AT 6:23 AM. THE FIRST STOP IS AT 39TH STREET AND ARCADE AVENUE EASTBOUND. WITH A PULL OUT-TIME ALLOWANCE OF 22 MINUTES, AND 6 MINUTES RECOVERY TIME AT THE EASTERN TERMINAL, WHAT TIMES SHOULD THIS BUS ARRIVE AT METRO AVENUE AND GRANIT STREET ON HIS WESTBOUND RETURN TRIP?

- A-7:24 AM
- B-7:25 AM
- C-7:50 AM
- D-7:57 AM

36-WHILE MAINTAINING A CONSTANT 3 MINUTE HEADWAY, THE FIRST EASTBOUND BUS LEAVES GREEN AVENUE AND MAJOR STREET AT 7:16 AM. WHAT TIME SHOULD THE FIFTH BUS ARRIVE AT THE NORTHERN BOULEVARD AND 170TH STREET TERMINAL?

- A-7:42 AM
- B-7:46 AM
- C-7:50 AM
- D-7:53 AM

37-A BUS LEAVES NORTHERN BOULEVARD AND 170TH STREET AT 8:45 PM. THERE IS A 6 MINUTES TERMINAL RECOVERY TIME. WHAT IS THIS BUSES NEXT SCHEDULED SERVICE DEPARTURE TIME FROM NORTHERN BOULEVARD AND 170TH STREET?

- A-9:30 PM
- B-9:33 PM
- C-9:39 PM
- D-9:45 PM

38-TWO SCHEDULED EASTBOUND BUSES LEAVE 39TH STREET AND ARCADE AVENUE, ONE AT 6:57 AM AND THE OTHER AT 7:21 AM. HOW LONG AFTER THE FIRST BUS WILL THE SECOND BUS ARRIVE AT NORTHERN BOULEVARD AND 170TH STREET?

- A-25-MINUTES
- B-26-MINUTES
- C-27-MINUTES
- D-28-MNUTES

39-A BUS PULLS OUT OF “OA” AT 6:28 AM, WITH 22 MINUTES OF TRAVEL TIME TO 39TH STREET AND ARCADE AVENUE. WHAT IS THE TOTAL VEHICLE TIME IN MINUTES, FROM PULL OUT TIME TO NORTHERN BOULEVARD AND 170TH STREET?

- A-40
- B-42
- C-44
- D-46

40-A BUS OPERATOR WAS DUE TO PULL OUT FROM DEPOT “OA” AT 7:38 AM WITH 22 MINUTES OF TRAVEL TIME TO 39TH STREET AND ARCADE AVENUE. THE BUS OPERATOR WAS LATE PULLING OUT AND WAS INSTRUCTED BY THE YARD DISPATCHER TO BEGIN THE RUN AT THE 8:17 LOCATION. AT WHAT LOCATION SHOULD THIS BUS OPERATOR START IN SERVICE?

- A-GREEN AVENUE AND MAJOR STREET
- B-METRO AVENUE AND GRANIT STREET
- C-BROADWAY AND MARS AVENUE
- D-BELL BOULEVARD AND NORTHERN BOULEVARD

41-A BUS IS SCHEDULED TO DEPART NORTHERN BOULEVARD AND 170TH STREET WESTBOUND AT 7:29 AM. WHAT TIME IS THIS BUS DUE AT GREEN AVENUE AND MAJOR STREET?

- A-7:50 AM
- B-7:53 AM
- C-7:55 AM
- D-7:56 AM

42-ON WHICH ONE OF THE FOLLOWING FORMS MUST A BUS OPERATOR ENTER HIS/HER NAME, PAYROLL NUMBER, BUS NUMBER AND ANY UNUSUAL ACTIVITIES, INCIDENTS OR OCCURRENCES DURING THE COURSE OF A NORMAL WORK DAY?

- A-OVCR CARD
- B-OPERATORS DAILY TRIP SHEET
- C-DEVIATION SHEET
- D-ST10

43-THE STANDARDIZED FORM TO BE USED AS A RECORD FOR ALL UNSCHEDULED ADJUSTMENTS IN PAY THAT ARE ENTERED IN THE UNITED TIMEKEEPING SYSTEM IS CALLED A/AN

- A-DEVIATION REPORT
- B-ST-10 REPORT
- C-ADJ PLUS / MINUS WEEKLY REPORT
- D-503 PAY FORM

Q871 JAMES STREET WEEKDAY SCHEDULES

44-THE BOOST TIME FOR RUN-25 IS:

- A-0
- B-2
- C-6
- D-58

45-OF THE FOLLOWING RUNS THE ONE WITH THE MOST NIGHT DIFFERENTIAL IS:

- A-1
- B-3
- C-9
- D-25

46-THE TOTAL TRAVEL ALLOWANCE FOR RUN-8 IS:

- A-16
- B-32
- C-48
- D-56

47-THE VEHICLE TIME FOR RUN-2

- A-704
- B-717
- C-733
- D-753

48-THE TOTAL PAY FOR RUN-3 IS:

- A-800
- B-811
- C-817
- D-824

49-THE TOTAL PAY FOR RUN-26 IS:

- A-800
- B-826
- C-836
- D-854

50-THE SPREAD FOR RUN-8 IS:

- A-731
- B-829
- C-859
- D-911

JAMES STREET **SCHEDULE WEEKDAY**
2017- JAMES STREET EXAM

RUN	RPT		X											CLR	MILE
1	0349	PO-359	0410	0420	0600	0736		0940	1008					1159	39
				0505	0645	0828	0850-R-8	R-3	1107	1133	R6				15
			X												
2	0409	PO-0419	0430	0440	0616	0752	0945	1008	1042			1207	PI	1236	43
				0525	0705	0844		R-12	R-6	1118	1215-RO	1226			22
			X												
3	0429	PO-0439	0450	0500	0632	0824		1018	1052					1240	39
				0545	0725	0914	0940-R1	R-5	1148	1214	R-17				15
8	0824		R-1	0850	0924			1122	1152	144	336			523	15
					1020	1046	R-4	R-7	1246	239	424	457-R-18			39
			X												
9	0840	PO-0850	0901	0912	1103			1255		224	416	439-R26	505	28	
				1006	1158	1224	R-16	R13	127	319					26
							RO								
	PM	R-16	423		552	736	PI	853			1021			1201	29
25	357			455	647	744	755	R-31	923	1114	1135	R-30			22
												RO			
26	413	R-9	439		608	801		1015	1048	1221	PI			1249	37
				511	703	854	920-R24	R-28	1140	1228	1239				23

SYMBOLS-PLAIN TRIPS-ALBERT ST. AND ROBERT ST. TO JOHN ST & SMITH ST.

X TRIPS-JAMES ST. AND RICHARD ST. TO ALBERT ST. & ROBERT ST.

**RO TRIPS-ALBERT ST. AND ROBERT ST. TO JAMES ST. AND RICHARD ST.
THEN DEPOT**

NOTES:-FROM: ALBERT ST. & ROBERT ST. VIA ALBERT ST., JAMES ST., JOHN ST. TO SMITH ST.

RETURN: VIA JOHN ST., JAMES ST., ALBERT ST TO ROBERT ST.

RELIEFS MADE AT BARD ST. AND JOHN ST. VIA ROUTE R-64

51-BUS OPERATORS ARE PERMITTED TO WEAR SUMMER SHORTS FROM

- A-MAY 1ST TO SEPTEMBER 30TH**
- B-MAY 1ST TO OCTOBER 14TH**
- C-MAY 15TH TO SEPTEMBER 15TH**
- D-APRIL 15TH TO SEPTEMBER 15TH**

52-ALL FUEL OR OIL SPILLS INVOLVING ANY NYCT/MABSTOA VEHICLE MUST BE REPORTED TO THE BUS COMMAND CENTER. WHAT IS THE MINIMUM NUMBER OF GALLONS SPILLED AT WHICH THE BUS COMMAND CENTER MUST NOTIFY THE OFFICE OF SYSTEM SAFETY?

- A-3**
- B-4**
- C-5**
- D-6**

53-ACCORDING TO THE PRE-TRIP INSPECTION BULLETIN, APPLYING THE SERVICE BRAKE SHOULD CAUSE AN INITIAL AIR PRESSURE LOSS OF APPROXIMATELY

- A-1 PSI**
- B-10 PSI**
- C-20 PSI**
- D-30 PSI**

54-UNDER NORMAL CONDITIONS, HOW MANY FEET BEHIND ANOTHER STANDING OR STOPPED BUS MUST A BUS OPERATOR STOP THE BUS?

- A-5 FEET**
- B-10 FEET**
- C-15 FEET**
- D-20 FEET**

55-AN 'EXTRA LIST' BUS OPERATOR WAS ASSIGNED TO RUN 3 ON ROUTE X THAT REPORTED AT 10 AM AND CLEARED AT 7 PM. THIS BUS OPERATOR THEM WORKED ON X4 ON ROUTE XX REPORTING AT 7:15 PM AND CLEARED 2 HOURS 40 MINUTES LATER. WHAT IS THE EARLIEST TIME THIS BUS OPERATOR CAN REPORT FOR THE NEXT DAY'S WORK?

- A-5:35 AM**
- B-5:45 AM**
- C-5:55 AM**
- D-6:05 AM**

56-WHEN OPERATING A BUS, A BUS OPERATOR WITH A CELLULAR PHONE IS PERMITTED TO

- A-HAVE THE PHONE ON ONLY IF THEY USE A HAND FREE DEVICE
- B-WEAR THE PHONE PROVIDED IT IS IN THE VIBRATE MODE
- C-VIEW TEXT MESSAGES AT THE TERMINAL ONLY
- D-CARRY AND HAVE THE PHONE ON ONLY IF CONCEALED FROM PUBLIC VIEW

57-A BUS OPERATOR WHO HAS AT LEAST ONE CALENDAR YEAR OF SERVICE AND WORKS ON ONE OF THE FOLLOWING HOLIDAYS: NEW YEARS DAY, JULY 4TH, THANKSGIVING, AND CHRISTMAS, IS ENTITLED TO REGULAR HOUR RATE OF PAY PLUS A HOLIDAY PREMIUM OF

- A-1 DOLLAR PER HOUR
- B-2 DOLLARS PER HOUR
- C-3 DOLLARS PER HOUR
- D-5 DOLLAR PER HOUR

58-A BUS ROUTE IS 11 MILES LONG IN BOTH DIRECTIONS FROM TERMINAL TO TERMINAL. IF A BUS ON THIS ROUTE MAINTAINS AN AVEAGE SPEED OF 5.5 MPH IN BOTH DIRECTIONS, THE ROUND TRIP RUNNING TIME IS

- A-3 HOURS AND 25 MINUTES
- B-3 HOURS AND 40 MINUTES
- C-4 HOURS
- D-4 HOURS AND 15 MINUTES

59-AN OPERATOR HAS BEEN ON JURY DUTY MONDAY THROUGH FRIDAY AND HAS RDO'O ON SATURDAY AND SUNDAY. AFTER COMPLETING JURY DUTY ON FRIDAY AT 3:00 PM THE BUS OPERATOR CALLED THE DEPOT'S CREW DISPATCHER TO INQUIRE ABOUT THE POSSIBILITY OF OBTAINING SOME WORK. A DRILL TRICK WAS OFFERED THAT STARTED AT 6:00 PM AND CLEARED AT 2:00 AM. THE BUS OPERATOR ACCEPTED THE TRICK. HOW MANY HOURS WILL THE OPERATOR BE PAID FOR THIS TRICK?

- A-8
- B-9
- C-12
- D-16

60-A RUN REPORTS AT 9:02 AM, SWINGS FROM 1:21 PM TO 2:10 PM, IS DUE TO PULL IN AT 6:20 PM AND CLEAR AT 6:25 PM. DUE TO A FAMILY EMERGENCY, THE BUS OPERATOR PULLED INTO THE DEPOT AT 5:46 PM AND CLEARED AT 5:51 PM. WHAT IS THE ADJUSTED PAY FOR THIS RUN?

- A-8 HOURS AND 10 MINUTES**
- B-8 HOURS AND 20 MINUTES**
- C-8 HOURS AND 40 MINUTES**
- D-8 HOURS AND 49 MINUTES**

61-A BUS OPERATOR WORKS A RUN THAT REPORTS ON MONDAYS THROUGH FRIDAYS, AT 7:08 AM AND SWINGS FROM 9:51 AM TO 10:44 AM AND CLEARS AT 4:11 PM. ON MONDAY, THIS SAME BUS OPERATOR HAS ALSO PICKED A DRILLING X THAT REPORTS AT 4:30 PM AND CLEARS AT 7:10 PM. ON MONDAY, WHEN BOTH TRICKED ARE WORKED, WHAT ARE THE TOTAL PAY HOURS FOR THE DAY?

- A-13 HOURS AND 8 MINUTES**
- B-13 HOURS AND 7 MINUTES**
- C-13 HOURS AND 37 MINUTES**
- D-13 HOURS AND 27 MINUTES**

62-A RUN REPORTS AT 3:07 PM, SWINGS FROM 4:38 PM TO 5:27 PM AND IS DUE TO CLEAR AT 10:44 PM. THE OPERATOR IS LATE PULLING INTO THE DEPOT BECAUSE OF TRAFFIC AND ARRIVES AT 11:04 PM. WITH AN ADDITIONAL 5 MINUTES CLEAR TIME ADDED AFTER PULL IN, WHAT IS THE PAY FOR THIS RUN?

- A-8 HOURS AND 2 MINUTES**
- B-8 HOURS AND 6 MINUTES**
- C-8 HOURS AND 10 MINUTES**
- D-8 HOURS AND 14 MINUTES**

63-A BUS OPERATOR REPORTS AT 6:41 AM AND STARTS IN REVENUE SERVICE AT 7:09 AM. THE SWING FOR THIS RUN IS 10:37 AM TO 11:23 AM, THE OPERATOR PULLS INTO THE DEPOT AT 3:27 PM. WHAT ARE THE TOTAL PAY HOURS FOR THIS RUN?

- A-8 HOURS AND 46 MINUTES**
- B-8 HOURS AND 50 MINUTES**
- C-8 HOURS AND 54 MINUTES**
- D-8 HOURS AND 58 MINUTES**

64-RTO HAS CALLED THE BUS COMMAND CENTER TO REQUEST BUSES TO EVACUATE A SUBWAY TRAIN THAT HAS BROKEN DOWN. IT IS A 10 CAR TRAIN WITH APPROXIMATELY 98 CUSTOMERS IN EACH CAR. HOW MANY ARTICULATED BUSES, ON WHICH YOU PLAN TO BOARD 70 CUSTOMERS ON EACH BUS, WILL BE NEEDED TO EVACUATE THIS TRAIN?

- A-12
- B-13
- C-14
- D-15

65-AN EXPRESS BUS ROUTE FROM THE BRONX TO MANHATTAN OPERATES FROM 7 AM TO 9 AM EVERY WEEK DAY WITH A RUNNING TIME OF 62 MINUTES. AFTER ARRIVING AT THE DESTINATION IN MANHATTAN, ALL BUSES ON THIS ROUTE TRAVEL NOT IN SERVICE BACK TO THE BRONX TERMINAL AND HAVE A RUNNING TIME OF 42 MINUTES TO COMPLETE THE TRIP. WITH 16 MINUTES OF RECOVERY TIME AT THE BRONX TERMINAL. HOW MANY BUSES WOULD BE NEEDED TO MAINTAIN A 10 MINUTE HEADWAY?

- A-10
- B-12
- C-14
- D-16

66-ROUTE X 1000 TRAVELS NORTH AND SOUTH ON AVENUE C. THE RUNNING TIME IN EACH DIRECTION IS 45 MINUTES, AND THE LAYOVER TIME IS 7 MINUTES AT EACH TERMINAL. WITH 9 BUSES TRAVELING IN ONE DIRECTION EACH HOUR, HOW MANY MINUTES HEADWAY IS BETWEEN THE BUSES.

- A-6
- B-5
- C-7
- D-9

67-ROUTE X711 HAS A RUNNING TIME OF 72 MINUTES IN EACH DIRECTION WITH A 3 MINUTES LAYOVER AT EACH TERMINAL. THERE IS A 3 MINUTES HEADWAY IN EACH DIRECTION FROM 4 PM TO 7 PM. AFTER 7 PM THE TOTAL NUMBER OF BUSES ON THIS ROUTE DECREASES FROM 50 BUSES TO 25 BUSES. WITH NO CHANGE IN THE RUNNING TIME, WHAT IS THE CHANGE IN HEADWAY?

- A-1 MINUTE
- B-2 MINUTES
- C-3 MINUTES
- D-4 MINUTES

68-DEPOT Y HAS CROSS TOWN ROUTES THAT HAVE 26 WEEKDAY RUNS FOR AVENUE A, 34 FOR AVE B, 22 FOR AVENUE C AND 8 FOR AVENUE D. DUE TO A SNOW STORM THERE WAS A MANPOWER SHORTAGE AND ALL OF THE ROUTES IN DEPOT Y WERE REDUCED BY 6 RUNS WITH THE EXCEPTION OF THE AVENUE D ROUTE. WHAT IS THE TOTAL PERCENTAGE OF RUNS OPERATING IN SERVICE FOR THIS DAY?

- A-75%
- B-80%
- C-85%
- D-90%

69-AS A DISPATCHER, YOU WANT TO SHORT SIGN OR TURN BACK A BUS WHICH IS BEHIND SCHEDULE. BEFORE DOING SO, YOU SHOULD

- A-ASK THE BUS OPERATOR IF THERE ARE ANY CUSTOMERS THAT REQUIRE THE USE OF THE WHEELCHAIR LIFT
- B-CONTACT THE COMMAND CENTER FOR PREMISSION
- C-NOTIFY THE ROAD SUPERINTENDENT BEFORE TAKING ANY ACTION
- D-SEE IF THE BUS IS CROWDED

70-WHEN IT IS DETERMINED THAT A DRUG/ALCOHOL TEST IS REQUIRED FOLLOWING AN ACCIDENT OR UNUSUAL INCIDENT, EVERY EFFORT MUST BE MADE TO TRY TO HAVE THE TEST ADMINISTERED WITHIN WHAT TIME PERIOD FROM THE TIME OF THE OCCURRENCE?

- A-1 HOUR
- B-2 HOURS
- C-3 HOURS
- D-4 HOURS

71-ACCORDING TO TRANSIT AUTHORITY BULLETIN, IN A PRE-TRIP INSPECTION, WHO HAS THE FINAL DETERMINATION OF WHETHER A BUS IS SERVICEABLE?

- A-THE BUS OPERATOR**
- B-THE MAINTAINANCE SUPERVISOR**
- C-THE CONSOLE DISPATCHER**
- D-THE YARD DISPATCHER**

72-THE HEADLIGHTS ON A PARTICULAR BUS ARE DEFECTIVE. THE BUS MAY BE OPERATED AS LONG AS THE WEATHER IS CLEAR AND THE BUS IS NOT IN OPERATION

- A-1/2 HOUR AFTER SUNSET TO ½ HOUR BEFORE SUNRISE**
- B-1/2 HOUR BEFORE SUNSET TO ½ HOUR BEFORE SUNRISE**
- C-1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE**
- D-1 HOUR BEFORE SUNSET TO 1 HOUR BEFORE SUNRISE**

73-IF A BUS OPERATOR PERCEIVES TO BE IN IMMEDIATE DANGER WHILE IN REVENUE SERVICE DUE TO A BOMB THREAT, HE/SHE SHOULD FIRST

- A-IMMEDIATELY CALL THE BUS COMMAND CENTER VIA THE BUS RADIO FOR INSTRUCTIONS**
- B-CONTINUE IN SERVICE WHILE LOOKING FOR THE POLICE, A DISPATCHER, TELEPHONE OR ANOTHER BUS TO USE THAT BUSES RADIO. TO CONTACT THE BUS COMMAND CENTER FOR INSTRUCTIONS**
- C-USE THEIR DISCRETION AND TAKE WHATEVER ACTION IS NECESSARY TO PROTECT THEMSELVES AND THEIR CUSTOMERS**
- D-IMMEDIATELY CALL THE BUS COMMAND CENTER VIA A CELL PHONE FOR INSTRUCTIONS**

74-A BUS OPERATOR IS INFORMED OF A SUSPICIOUS PACKAGE LEFT ON BOARD THE BUS. HOW SHOULD THE BUS OPERATOR COMMUNICATE TO THE BUS COMMAND CENTER?

- A-USE THE BUS RADIO**
- B-USE A CELL PHONE**
- C-USE A BUS RADIO ON ANOTHER BUS**
- D-USE A PUBLIC PHONE AWAY FROM THE BUS**

75-A PASSENGER HAS INFORMED A BUS OPERATOR THAT THERE IS AN ENVELOPE AND WHITE POWDER ON THE SEAT. THE BUS OPERATOR SHOULD

- A-TAKE THE BUS TO THE END OF THE LINE. AFTER THE PASSENGERS ARE DISCHARGED, ROAD CALL THE BUS FOR BEING DIRTY**
- B-CURB THE BUS AND DISCHARGE THE PASSENGERS. CALL THE BUS COMMAND CENTER BY PUBLIC PHONE OR ANOTHER BUS RADIO**
- C-WIPE OFF THE SEAT AND REMAIN IN SERVICE**
- D-CONTINUE IN SERVICE UNTIL THE BUS OPERATOR SEES A DISPATCHER**

76-THE MAXIMUM SPEED LIMIT ON THE PARK ROW UNDERPASS HAS BEEN ESTABLISHED AT

- A-3 MPH**
- B-5 MPH**
- C-10 MPH**
- D-15 MPH**

77-A SURFACE LINE DISPATCHER RESPONDING TO AN ACCIDENT, DRIVING AN AUTHORITY CAR WITH THE ROOF MOUNTED LIGHTS FLASHING, IS PHOTOGRAPHED GOING THROUGH A RED LIGHT BY A CAMERA THAT IS PART OF NYC'S RED LIGHT MONITORING PROGRAM. HOW SHOULD THE FINES AND PENALTIES BE HANDLED?

- A-SENT TO THE NYCT LAW DEPARTMENT FOR PAYMENT**
- B-SENT TO THE NYCT DEPARTMENT OF BUSES ROAD OPERATIONS FOR PAYMENT**
- C-SENT TO THE VEHICLE OPERATOR FOR PAYMENT**
- D-SENT TO THE ADMINISTRATIVE LAW JUDGE AT DMV TO BE VOIDED SINCE AN AUTHORITY CAR IS AN OFFICIAL VEHICLE AND NOT SUBJECT TO FINES**

78-WHAT IS THE CORRECT PROCEDURE TO BE FOLLOWED BY A BUS OPERATOR WHEN THE FAREBOX BECOMES DEFECTIVE AND CANNOT ACCEPT A CUSTOMER'S METROCARD?

- A-KEEP THE BUS IN SERVICE, BUT ONLY DISCHARGE THE REMAINING PASSENGERS**
- B-TAKE THE BUS OUT OF SERVICE ND RETURN IT TO THE DEPOT**
- C-ASK THE CUSTOMERS TO PAY IN COINS**
- D-INFORM ALL OF THE NEW CUSTOMERS BOARDING THE BUS AND ALLOW THEM TO RIDE FREE**

79-A 19A OBSERVATION RIDE IS CONDUCTED FOR NYCT BUS OPERATORS EVERY

- A-6 MONTHS**
- B-12 MONTHS**
- C-18 MONTHS**
- D-24 MONTHS**

80-A BUS OPERATOR APPROACHES A ROAD DISPATCHER AT A POST ALONG THE ROUTE WHILE OPERATING A BUS IN THE PASSENGER SERVICE. THE BUS OPERATOR INFORMS THE DISPATCHER THAT HE FEELING DIZZY. THE DISPATCHER OFFERS TO CALL FOR MEDICAL ATTENTION, BUT THE BUS OPERATOR REFUSES. WHAT SHOULD THE DISPATCHER DO NEXT?

- A-ALLOW THE BUS OPERATOR TO CONTINUE TO THE END OF THE LINE IN SERVICE, AND THEN PULL THE BUS INTO THE DEPOT**
- B-GIVE THE BUS OPERATOR A COUPLE OF MINUTES TO RECOVER BEFORE RETURNING HIM TO SERVICE**
- C-REMOVE THE BUS OPERATOR FROM SERVICE AND REQUEST A MEDICAL ASSISTANT**
- D-DISCHARGE THE CUSTOMERS AND HAVE THE BUS OPERATOR BRING THE BUS TO THE DEPOT**

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QUE	ANS	
1	C	02.07.09 BRB-PAGE-63
2	B	03.09.03
3	D	02.29.01
4	C	BRB-PAGE-75 7.04V
5	C	02.21.02
6	D	BRB-PAGE-73 7.04F
7	B	01.10.04
8	A	03.48.01
9	A	01.41.01
10	C	02.29.01
11	C	01.10.04
12	A	04.01.09
13	D	04.01.09
14	B	03.73.00
15	B	02.16.07
16	C	DMV PAGE-46 BRB-PAGE-74 7.04N
17	D	NEW YORK STATE DMV
18	C	BRB-PAGE-11
19	C	04.01.09
20	B	W/C-PAGE-192
21	D	01.31.02

BRB-BLUE RULE BOOK

W/C-WORKING CONDITIONS

NBOM-NEW BUS OPERATOR MANUAL

DMV-NYS-MOTOR VEHICLE MANUAL

C-CONTRACT

SLD-STUDY DISPATCHER MATERIAL

CDL-COMMERCIAL DRIVERS LICENSE

2017 RETIRED SLD RODRIGUEZ

PROM EXAM-2506

BRB-BLUE RULE BOOK

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QUE	ANS	
42	B	02.47.01
43	A	DEVIATION REPORT
44	A	SEE OUTLINE
45	D	SEE OUTLINE
46	B	SEE OUTLINE
47	C	SEE OUTLINE
48	B	SEE OUTLINE
49	C	SEE OUTLINE
50	C	SEE OUTLINE
51	B	17B-27
52	C	01.45.02
53	B	01.10.04
54	B	01.19.02
55	C	SEE OUTLINE-BELOW
56	C	02.34.08
57	B	PAGE-56-B
58	C	SEE OUTLINE-BELOW
59	A	02.26.01
60	D	SEE OUTLINE-BELOW
55	C	715 + 240=955+800=1755-1200=555 AM
58	C	11 X 60=660/5.5=120 MINUTES +120=240=4 HOURS
60	D	1751-CLR
		902-RPT
		849-SPD IT A NEW RUN WITH A DIFFERENT CLR TIME
		210-END SWG
		121-BEG SWG
		49-SWG
		849-SPD
		49-SWG
		800-WT PAY-849

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QUE	ANS		
61	C	SEE OUTLINE	
62	A	SEE OUTLINE	
63	C	SEE OUTLINE	
64	C	SEE OUTLINE	SEE OUTLINE BELOW
65	B	SEE OUTLINE	SEE OUTLINE BELOW
66	A	SEE OUTLINE	SEE OUTLINE BELOW
67	C	SEE OUTLINE	SEE OUTLINE BELOW
68	B	SEE OUTLINE	SEE OUTLINE BELOW
69	A		04.01.09
70	B		02.43.00
71	B		01.10.04
72	A		01.18.02
73	C		01.49.05
74	D		01.49.05
75	B		01.49.05
76	C		01.53.01
77	C		03.13.06
78	D		05.40.03
79	D	NEW B/O MANUAL	24 MONTHS OR 2 YEAR
80	C		COMMON SENSE
64	C	98 X10=980/70=14	
65	B	62 + 42 + 16=120/10=12	
66	A	45+45+14=104/18=5.7=6	
67	C	72+72+6=150/50=3	25/150=6
68	B	90X75%=67.5	90-SCH-18=72
		90X80%=72	
		90X85%=76.5	ANOTHER WAY-72/90=0.8=80%
.		90X90%=81.	

31	B		10\60=6 4\60=15 ANSWER-9
32	B		60X8=480 01.33.07

2017 RETIRED SLD RODRIGUEZ
39TH STREET AND ARCADE AVENUE TO NORTHERN BOULEVARD 170TH STREET

	39TH-ST-ARCADE	GREEN-MAJOR	METRO-GRANIT	BROADWAY MARS AVE	BELL BL-NBL	NORTHERN 170 ST	
QUE							
35	645	648	654	656	700 T/C	708	ARR
	734	T/C	731	725	722	718	LV
36		LV-716					
		LV-719					
		LV-722					
		LV-725					
		LV-728	735	739 T/C	745	753	
37	ARR-910 PM	907	902 T/C	900	855	845 PM	LV
	LV-916	919	927	929	933	ARR-939 PM	LV-939
38	657	700 T/C	707	710	715	723	
	721	725	732 T/C	736	742	750	
39	650	653	659	701 T/C	706	714	24
							22
							46-VEH
40	800	804	813	817			
41		753	747	744 T/C	739	729	

35-B-7:25 A.M

36-D-7:53 A.M

37-C-9:39 P.M

38-C-27 MINUTES

39-D-46 MINUTES

40-C-BROADWAY AND MARS AVENUE

41-B-753-A.M

JAMES ST. OUTLINES

JAMES ST. OUTLINES

JAMES ST. OUTLINES

JAMES ST. OUTLINES

JAMES ST. OUTLINES

55	C		715 + 240=955+800=1755-1200=555 AM
58	C		11 X 60=660/5.5=120 MINUTES +120=240=4 HOURS
60	D		1751-CLR
			902-RPT
		849-SPD	IT A NEW RUN WITH A DIFFERENT CLR TIME
		210-END SWG	
		121-BEG SWG	
		49-SWG	
		849-SPD	
		49-SWG	
		800-WT	PAY-849

QUESTION-61	PAY
1611-CLR	
708-RPT	53-SWG
903-SPD	810-WT
	5-1/2-WT
1044-END SWG	908-PAY
951-BEG SWG	429-EXTRA
53-SWG	1337-PAY
903-SPD	
53-SWG	
810-WT	
1630-RPT	
1611-CLR	
19-RES	
710-CLR	
430-REP	
240-WT	
19-RES	
259-WT	
130-1/2	
429-PAY	

QUESTION-62	PAY
1044-CLR	
307-RPT	49-SWG
737-SPD	648-WT
	737-PAY
527-END SWG	23-BST
438-BEG SWG	800-PAY
49-SWG	
737-SPD	NEW PAY
49-SWG	49-SWG
648-WT	713-WT
	802-PAY
1109-NEW CLR	
1044-OLD CLR	
25-LATE THE CLEARING TIME IS INCLUDED	

QUE-63				PAY	
	1532	CLR			
	641	RPT		46	SWG
	851	SPD		805	WT
				3	1/2-WT
	1123	END-SWG		854	PAY
	1037	BEG-SWG			
	46	SWG			
	851	SPD			
	46	SWG			
	805	WT			

64	C	98 X10=980/70=14	
65	B	62 + 42 + 16=120/10=12	
66	A	45+45+14=104/18=5.7=6	
67	C	72+72+6=150/50=3	25/150=6
68	B	90X75%=67.5	90-SCH-18=72
		90X80%=72	
		90X85%=76.5	ANOTHER WAY-72/90=0.8=80%
		90X90%=81.	

2017 RETIRED SLD RODRIGUEZ
39TH STREET AND ARCADE AVENUE TO NORTHERN BOULEVARD 170TH STREET

	39TH-ST-ARCADE	GREEN-MAJOR	METRO-GRANIT	BROADWAY MARS AVE	BELL BL-NBL	NORTHERN 170 ST	
QUE							
35	645	648	654	656	700	708	ARR
	734	731	725	722	718	708	LV
36		LV-716					
		LV-719					
		LV-722					
		LV-725					
		LV-728	735	739	745	753	
37	ARR-910 PM	907	902	900	855	845 PM	LV
	LV-916	919	927	929	933	ARR-939 PM	LV-939
38	657	700	707	710	715	723	
	721	725	732	736	742	750	
39	650	653	659	701	706	714	24
							22
							46-VEH
40	800	804	813	817			
41		753	747	744	739	729	

35-B-7:25 A.M

36-D-7:53 A.M

37-C-9:39 P.M

38-A-27 MINUTES

39-D-46 MINUTES

40-C-BROADWAY AND MARS AVENUE

41-B-753-A.M

2017 RETIRED SLD RODRIGUEZ

**39TH STREET AND ARCADE AVE RECAP
NORTHERN BOULEVARD AND 170TH STREET**

35-A BUS PULL OUT OF THE DEPOT “OA” AT 6:23 AM. THE FIRST STOP IS AT 39TH STREET AND ARCADE AVENUE EASTBOUND. WITH A PULL OUT-TIME ALLOWANCE OF 22 MINUTES, AND 6 MINUTES RECOVERY TIME AT THE EASTERN TERMINAL, WHAT TIMES SHOULD THIS BUS ARRIVE AT METRO AVENUE AND GRANIT STREET ON HIS WESTBOUND RETURN TRIP?

- A-7:24 AM
- B-7:25 AM
- C-7:50 AM
- D-7:57 AM

36-WHILE MAINTAINING A CONSTANT 3 MINUTE HEADWAY, THE FIRST EASTBOUND BUS LEAVES GREEN AVENUE AND MAJOR STREET AT 7:16 AM. WHAT TIME SHOULD THE FIFTH BUS ARRIVE AT THE NORTHERN BOULEVARD AND 170TH STREET TERMINAL?

- A-7:42 AM
- B-7:46 AM
- C-7:50 AM
- D-7:53 AM

37-A BUS LEAVES NORTHERN BOULEVARD AND 170TH STREET AT 8:45 PM. THERE IS A 6 MINUTES TERMINAL RECOVERY TIME. WHAT IS THIS BUSES NEXT SCHEDULED SERVICE DEPARTURE TIME FROM NORTHERN BOULEVARD AND 170TH STREET?

- A-9:30 PM
- B-9:33 PM
- C-9:39 PM
- D-9:45 PM

38-TWO SCHEDULED EASTBOUND BUSES LEAVE 39TH STREET AND ARCADE AVENUE, ONE AT 6:57 AM AND THE OTHER AT 7:21 AM. HOW LONG AFTER THE FIRST BUS WILL THE SECOND BUS ARRIVE AT NORTHERN BOULEVARD AND 170TH STREET?

- A-25-MINUTES
- B-26-MINUTES
- C-27-MINUTES
- D-28-MNUTES

39-A BUS PULLS OUT OF “OA” AT 6:28 AM, WITH 22 MINUTES OF TRAVEL TIME TO 39TH STREET AND ARCADE AVENUE. WHAT IS THE TOTAL VEHICLE TIME IN MINUTES, FROM PULL OUT TIME TO NORTHERN BOULEVARD AND 170TH STREET?

- A-40
- B-42
- C-44
- D-46

40-A BUS OPERATOR WAS DUE TO PULL OUT FROM DEPOT “OA” AT 7:38 AM WITH 22 MINUTES OF TRAVEL TIME TO 39TH STREET AND ARCADE AVENUE. THE BUS OPERATOR WAS LATE PULLING OUT AND WAS INSTRUCTED BY THE YARD DISPATCHER TO BEGIN THE RUN AT THE 8:17 LOCATION. AT WHAT LOCATION SHOULD THIS BUS OPERATOR START IN SERVICE?

- A-GREEN AVENUE AND MAJOR STREET
- B-METRO AVENUE AND GRANIT STREET
- C-BROADWAY AND MARS AVENUE
- D-BELL BOULEVARD AND NORTHERN BOULEVARD

41-A BUS IS SCHEDULED TO DEPART NORTHERN BOULEVARD AND 170TH STREET WESTBOUND AT 7:29 AM. WHAT TIME IS THIS BUS DUE AT GREEN AVENUE AND MAJOR STREET?

- A-7:50 AM
- B-7:53 AM
- C-7:55 AM
- D-7:56 AM

**2017-RETIRED SLD RODRIGUEZ
PROM EXAM-2506**

ANSWER QUESTIONS 35 THROUGH 41 USING THE SCHEDULE OF RUNNING TIMES FOR A BUS SHOWN BELOW. ALL BUSES LEAVE TERMINALS IMMEDIATELY UPON SCHEDULED ARRIVAL TIMES UNLESS OTHERWISE STATED IN THE QUESTION.

ROUTE OA 1000 DAY: WKD DIRECTION: EAST BOUND

FROM: 1200M 600A 700A 730A 900A 130P 700P 800P 1000P
TO: 559A 659A 729A 859A 129P 659P 759P 959P 1159P

39TH ST ARCADE AVE									
GREEN AVE MAJOR ST	3	3	4	4	4	4	3	3	3
METRO AVE GRANIT ST	4	6	7	9	9	9	8	8	6
BROADWAY MARS AVE	2	2	3	4	3	3	3	2	2
BELL BL NBL	3	4	5	6	5	6	6	4	4
NORTHERN BL 170 ST	5	7	8	8	8	8	8	6	7
TOTAL	17	22	27	31	29	30	28	23	22

ROUTE OA 1000 DAY: WKD DIRECTION: WEST BOUND

FROM: 1200M 530A 630A 730A 200P 330P 700P 900P 1100P
TO: 529A 629A 729A 159P 329P 659P 859P 1059P 1229A

NORTHERN BL 170 ST									
BELL BL N. BL	4	8	10	12	11	11	10	9	8
BROADWAY MARS AVE	3	3	4	5	7	6	5	4	4
METRO AVE GRANIT ST	2	3	3	3	3	3	3	2	2
GREEN AVE MAJOR ST	3	5	6	6	6	6	5	5	3
39 TH ARCADE AVE	3	3	3	3	4	3	3	3	3
TOTAL	15	22	26	29	31	29	26	23	20

2017-RETIRED SLD RODRIGUEZ-PROM EXAM-3

**01-AN EMPLOYEE ORDERED TO REPORT BY TELEPHONE AT 23:00 AND
01:00 SHALL BE PAID A TOTAL OF**

- A-1:00 HOUR**
- B-2:00 HOURS**
- C-3:00 HOURS**
- D-1 AND ½ HOURS**

**02-AN EMPLOYEE ORDERED TO REPORT IN PERSON TO AND DOING SO
SHALL RECEIVE**

- A-2 HOURS**
- B-3 HOURS**
- C-3 AND ½ HOURS**
- D-4 HOURS**

**03-AN EMPLOYEE PUT TO WORK MORE THAN FOUR HOURS PRIOR TO
THE BEGINNING OF HIS NEXT SCHEDULED TOUR AND PERFORMING
EMERGENCY WORK SHALL BE PAID A MINIMUM OF 8 HOURS PAY.
HOWEVER IF THAT EMPLOYEE IS CALLED IN AND NOT USED FOR ANY
WORK HE SHALL RECEIVE**

- A-4 HOURS**
- B-6 HOURS**
- C-4 AND ½ HOURS**
- D-7 HOURS**

**04-OPERATOR RODRIGUEZ WORKING DURING AN EMERGENCY FOR A
TOTAL OF 8 HOURS SHALL RECEIVE MEAL ALLOWANCES. THESE
ALLOWANCES WILL BE ISSUED**

- A-AFTER THE FIRST THREE HOURS THEN EVERY FIVE HOURS**
- B-AFTER THE FIRST 2 HOURS THEN EVERY FIVE HOURS**
- C-AFTER THE FIRST FIVE HOURS THEN EVERY TWO HOURS**
- D-AFTER THE FIRST 2 HOURS THEN EVERY FOUR HOURS**

05-THIS ALLOWANCE WILL BE IN THE FORM OF

- A-1/2 HOUR PAY**
- B-1 HOUR PAY**
- C-3 DOLLARS IN CASH**
- D-5 DOLLARS IN CASH**

06-AN EMPLOYEE WHO HAS LESS THAN 8 CONSECUTIVE HOURS OFF BETWEEN TOURS AFTER WORKING AN EMERGENCY TOUR MUST BE EXCUSED FROM HIS NEXT REGULAR ASSIGNMENT AS TO HAVE 8 HOURS OFF. THIS EMPLOYEE MUST HAVE WORKED

- A-5 HOURS**
- B-6 HOURS**
- C-8 HOURS**
- D-10 HOURS**

07-AN EMPLOYEE'S SCHEDULED DAY OFF SHALL BEGIN HOW MANY HOURS AFTER THE TIME SCHEDULED FOR THE COMPLETION OF HIS LAST SCHEDULED TOUR

- A-4 HOURS**
- B-8 HOURS**
- C-12 HOURS**
- D-16 HOURS**

08-AN EMPLOYEE WHO IS HELD OVER TO DO EMERGENCY WORK IMMEDIATELY FOLLOWING HIS REGULAR ASSIGNMENT WILL HAVE THE WORK TIME IN EXCESS OF

- A-2 HOURS CONSIDERED AS EMERGENCY WORK**
- B-4 HOURS CONSIDERED AS EMERGENCY WORK**
- C-6 HOURS CONSIDERED AS EMERGENCY WORK**
- D-8 HOURS CONSIDERED AS EMERGENCY WORK**

09-THE WORK DESCRIBED IN QUESTION 8 WILL HAVE A MEAL ALLOWANCE PAID

- A-AFTER 2 HOURS THEN EVERY 4**
- B-AFTER 5 HOURS THEN EVERY 4**
- C-AFTER 4 HOURS THEN EVERY 6**
- D-AFTER 4 HOURS THEN EVERY 5**

10-IF A STRETCH OF EMERGENCY WORK COMMENCES MORE THAN TWO HOURS BEFORE AN EMPLOYEE RDO AND CONTINUES FOR MORE THAN 2 HOURS INTO THE RDO THE WORK SHALL BE TREATED

- A-AS ALL BEING PERFORMED ON ONE DAY**
- B-AS BEING PERFORMED ON THE FIRST DAY**
- C-AS BEING PERFORMED ON THE SECOND DAY**
- D-AS BEING PERFORMED ON EACH DAY**

11-BUS OPERATOR JORGE L RODRIGUEZ FINISHED HIS REGULAR RUN AT 22:00 THERE IS A WEATHER ALERT FOR A SEVERE SNOWSTROM. BEFORE GOING HOME, RODRIGUEZ IS INSTRUCTED TO REPORT BY TELEPHONE TO HIS DEPOT EVERY THREE HOURS STARTING 24:00 TO SEE IF HE IS NEEDED FOR EMERGENCY SNOW WORK. HE PHONES AT 24:00 AND IS TOLD HE IS NOT YET NEEDED. HE PHONES AGAIN AT 03:00 BY WHICH TIME IT IS SNOWING HEAVILY. HE IS INSTRUCTED TO REPORT TO HIS DEPOT BY 04:00 FOR EMERGENCY SNOW WORK. HE PERFORMS EMERGENCY SNOW WORK FROM 04:00 TO 08:00 AND IS RELEASED. HOW MANY PAY HOURS SHOULD RODRIGUEZ RECEIVE FOR THE HOURS BETWEEN 24:00 AND 08:00

- A-8:00
- B-9:00
- C-10:30
- D-12:00

12-BUS OPERATOR RODRIGUEZ PERFORMS FIVE HOURS OF EMERGENCY SNOW WORK AFTER THE COMPLETION OF HIS REGULAR TOUR. HOW MANY MEAL ALLOWANCE SHOULD RODRIGUEZ BE PAID FOR THE FIVE HOURS OF EMERGENCY WORK

- A-NONE
- B-1
- C-2
- D-3

13-AN EMPLOYEE PLACED ON THE SICK LEAVE CONTROL LIST SHALL HAVE THEIR SICK RECORDS REVIEWED EVERY

- A-3 MONTHS
- B-6 MONTHS
- C-9 MONTHS
- D-12 MONTHS

14-ONLY EMPLOYEES HIRED AFTER APR. 30 1988 AND PLACED ON THE SLCL

- A-WILL HAVE NAME REPORTED TO ABSENTEE CONTROL ON EVERY SICK INSTANCE
- B-WILL RECEIVE NO PAY FOR 1ST DAY SICK
- C-WILL REMAIN ON SLCL FOR 6 MONTHS
- D-MAY RECEIVE WITHIN 1ST YEAR OF SERVICE SICK PAY ON 1ST DAY WITH PROPER MEDICAL DOCUMENTATION

15-A DEDUCTION OF SICK DAYS FOR EMPLOYEE ON AN L.O.A. WILL HAVE A DEDUCTION MADE FOR EVERY FULL MONTH WHILE ON SUCH LEAVE

- A-JAN 1**
- B-MAY 1**
- C-APR 30**
- D-DEC 31**

16-AN EMPLOYEE SICK MON DEC 23 THRU FRI DEC 27 WITH 10 YEARS OF SERVICE AND SUCH RUN PAY 12.20 DAILY WILL RECEIVE FOR THAT WEEK

- A-48.40 HRS**
- B-60.50 HRS**
- C-57.20 HRS**
- D-61.40 HRS**

17-THE VACATION YEAR ACCORDING TO THE CONTRACT IS

- A-THE CALENDAR YEAR**
- B-THE SICK YEAR**
- C-JAN-1 DEC 31 ONLY**
- D-A OR B**

18-AN EMPLOYEE HIRED MAY. 2 1995 WILL AT THE BEGINNING OF THE VACATION YEAR BE ACCREDITED WITH

- A-0 DAYS**
- B-5 DAYS**
- C-7 DAYS**
- D-8 DAYS**

19-IF THE ABOVE EMPLOYEE DECIDES TO RESIGN FROM THE AUTHORITY THE BEGINNING OF THE SICK YEAR AND HAS YET TO USE ANY OF THE VACATION ACCRUED HE WILL RECEIVE

- A-A CHECK FOR ALL TIME OWED**
- B-ALLOWED TO TRANSFER IT TO NEXT ASSIGNMENT**
- C-ONLY HALF OF THESE DAYS**
- D-ABSOLUTELY NO DAYS**

20-AN OPERATOR HIRED ON JAN. 3 1993 WILL AT THE BEGINNING OF VACATION YEAR 1996 RECEIVE

- A-10 DAYS**
- B-12 DAYS**
- C-15 DAYS**
- D-20 DAYS**

21-OPERATOR HWY HAS A RUN WHICH PAYS 62.40 A WEEK. DURING THE EASTER SUNDAY WEEK A RELIGIOUSLY OBSERVED HOLIDAY HER BIRTHDAY THAT TUES. COME UP HER TOTAL PAY EXCLUDING NIGHT DIFFERENTIAL FOR THAT WEEK ALONE WILL BE

- A-62.40**
- B-70.40**
- C-74.40**
- D-78.40**

22-EMPLOYEE HWY HOSPITALIZED WHILE ON 2 WEEKS VACATION

- A-WILL LOSE THAT PART NOT USED**
- B-PAID FOR THAT PART NOT USED**
- C-ALLOWED TO CARRYOVER THAT NOT USED**
- D-MUST HAVE UNION ARBITRATE SOLUTION.**

23-AN EMPLOYEE HIRED JUNE. 6 1995 AND IN SERVICE FOR 29 DAYS HAS A BIRTHDAY ON JULY. 4 1995 IF ON THIS DAY THE OPERATOR HAS A RDO HE WILL

- A-ALLOWED TO ACCRUE BOTH HOLIDAYS**
- B-ALLOWED NO TIME FOR EITHER**
- C-ALLOWED ONE HOLIDAY ONLY**
- D-PAID FOR BOTH HOLIDAYS**

24-AN EMPLOYEE WISHING TO ACCRUE A HOLIDAY INSTEAD OF BEING PAID FOR SUCH MUST

- A-INFORM THE GENERAL DISPATCHER 48 HOURS PRIOR TO SUCH PAID HOLIDAY**
- B-INFORM HIS UNION REPRESENTATIVE 24 HOURS PRIOR TO SUCH INTENTION**
- C-GIVE NOTICE IN WRITING TO A SUPERVISOR**
- D-GIVE NOTICE ORALLY OR IN WRITING NO LATER THAN 24 HOURS ON THE DAY PRECEDING THE PAID HOLIDAY**

25-AN OPERATOR HIRED JUNE. 6 1995 HAS A BIRTHDAY PENDING OCT. 17 1995 WHICH IS ALSO HIS SCHEDULED DAY TO WORK. HIS RUN PAYS A STRAIGHT 8.00 HRS. IF HE DOES WORK HE WILL

- A-ALLOWED TIME AND ONE HALF FOR ALL WORK TIME**
- B-ALLOWED TO ACCRUE THE HOLIDAY**
- C-ALLOWED AN ADDITIONAL 8.00 HOURS PAY**
- D- NOT ALLOWED THE HOLIDAY**

26-AN EMPLOYEE ON VACATION AND HAVING A PAID HOLIDAY OCCUR DURING THAT PERIOD WILL

- A-HAVE IT ACCRUED AUTOMATICALLY**
- B-NOTIFY SUPERIOR IN WRITING 10 DAYS PRIOR OF INTENTION TO ACCRUE**
- C-HAVE AN EXTRA DAY ADDED TO VACATION**
- D-NOTIFY SUPERIOR IN WRITING BEFORE VACATION STARTS TO ACCRUE**

27-AN OPERATOR HIRED OCT. 20 1995 AND A VETERAN ELECTS TO BE OFF VETERAN'S DAY NOV. 17 1995 HIS REGULAR DAY TO WORK. IF HIS RUN PAYS 8.00 HRS AND 4.59 NIGHT DIFFERENTIAL HE WILL RECEIVE

- A-12.00 AND 4.59**
- B-8.00 AND 4.59**
- C-8.00**
- D-16.00 AND 4.59**

28-AN OPERATOR HIRED OCT. 20 1995 ELECTS TO BE OFF VETERAN'S DAY NOV. 17 1995 HIS REGULAR DAY TO WORK AND DOESN'T GET THE DAY OFF. IF HIS RUN PAYS 8.00 HRS AND 4.59 NIGHT DIFFERENTIAL HE WILL RECEIVE

- A-12.00 AND 4.59**
- B-8.00 AND 4.59**
- C-8.00**
- D-16.00 AND 4.59**

29-OPERATOR HWY HIRED JAN. 2 1995 WILL RECEIVE A PERSONAL DAY

- A-JAN. 1 1996**
- B-JAN. 2 1996**
- C-JAN. 1 1997**
- D-JAN. 2 1997**

30-WHAT IS THE SPEED LIMIT INSIDE BUS DEPOTS?

- A-3 MPH
- B-5 MPH
- C-10 MPH
- D-12 MPH

**31-PROCEDURES, NOT IN CORRECT ORDER, FOR BACKING UP A BUS
WITHIN DEPOT LIMITS**

- I-PUT ON FLASHERS
 - II-CHECK MIRRORS AND PROCEED WITH CAUTION
 - III-BEEP HORN (REQUIRED # OF TIME)
 - IV-WALK AROUND THE VEHICLE TO INSURE THE REAR AREA OF THE VEHICE IS CLEAR OF ANY OBSTRUCTION (STANDS, HOSES, ETC) AS WELL AS FOR CLEARANCE TO THE SIDES OF THE VEHICLE.
- THE CORRECT ORDER OF PROCEDURE TO BACK UP A BUS IS?

- A-I, II, III, IV
- B-VI, III, II, I
- C-IV, III, II, I
- D-IV, III, I, II

**32-WHICH FORM MUST BE SUBMITTED TO SUPERVISION UPON RETURN
FROM THE MEDICAL ASSESSMENT CENTER?**

- A-G-2
- B-M-1
- C-M-2
- D-G-46

**33-AN EMPLOYEE WHO IS OUT SICK PRIOR TO THE PICK CAN'T PICK IF
THEY ARE OUT FOR HOW MANY DAYS?**

- A-21 DAYS
- B-21 WORK DAYS
- C-30 DAYS
- D-60 DAYS

**34-WHEN A LINE IS TRANSFERRED TO ANOTHER DEPOT THE
OPERATORS OF THAT LINE**

- A-MAY ELECT TO BE TRANSFERRED WITH THE LINE
- B-CAN'T LEAVE THE DEPOT UNLESS THERE IS A SYSTEM PICK
- C-WILL BE PLACED ON THE EXTRA LIST
- D-B AND C

35-THE DEPOT THAT IS RECEIVING THE NEW LINE MUST HOLD A PICK WITHIN HOW MANY DAYS AFTER RECEIVING THE LINE?

A-THEY MUST HOLD A PICK BEFORE THE LINE GETS THERE SO THE OPERATORS CAN WORK IT

B-5 DAYS

C-1 WEEK

D-10 DAYS

36-AT A DEPOT PICK AT LEAST HOW MANY OPERATORS HAVE TO PICK PER DAY?

A-20

B-40

C-60

D-100

37-ON PRE-TRIP WHILE TESTING SERVICE BRAKE, KEEP FOOT DOWN (APPLICATION POSITION) AND OBSERVE THE AIR PRESSURE GUAGE. THE INITIAL LOSS OF LOSS OF AIR SHOULD BE NO MORE THAN

A-5 PSI

B-10 PSI

C-15 PSI

D-0 PSI

38-A BUS OPERATOR SHOULD MAINTAIN A DISTANCE BETWEEN THE RIGHT SIDE OF HIS/HER BUS AND A CURBED/PARKED VEHICLE WHENEVER POSSIBLE OF

A-3 FEET

B-4 FEET

C-5 FEET

D-6 FEET

39-AN EMPLOYEE (WHEN RETIRING) MUST NOTIFY THE RETIREMENT SYSTEM OFFICE EITHER IN PERSON OR BY CERTIFIED MAIL WITH A RETURN RECEIPT REQUESTED

A-NOT LESS THAN 10 NOR MORE THAN 20 DAYS

B-NOT LESS THAN 15 NOR MORE THAN 25 DAYS

C-NOT LESS THAN 30 NOR MORE THAN 60 DAYS

D-NOT LESS THAN 30 NOR MORE THAN 90 DAYS

40-THEY MUST ALSO WHEN PLANNING TO RETIRE FILL OUT AT THEIR WORK LOCATION

- A-A TO FROM LETTER (G-2)**
- B-A LETTER OF UNDERSTANDING (ST-79)**
- C-A MEDICAL FORM (G46)**
- D-A DISSCLAIMER FORM (RSO)**

41-IF A BUS OPERATOR HAS AN ACCUMULATION OF NINE POINTS ON HIS/HER LICENSE WITHIN AN EIGHTEEN MONTH PERIOD THEY WILL BE DISQUALIFIED FOR

- A-3 MONTHS**
- B-6 MONTHS**
- C-1 YEAR**
- D-18 MONTHS**

42-THE AIR POLLUTION CONTROL CODE PROHIBITS THE OPERATION OF VEHICLES THAT EMIT VISIBLE AIR CONTAMINANTS WHILE STATIONARY FOR MORE THAN

- A-10 SECONDS**
- B-30 SECONDS**
- C-90 SECONDS**
- D-ENGINE OFF IMMEDIATELY**

43-A BUS OPERATOR WITH SCHOOL TRIP IS NOT TO

- A-STOP AT ALL BUS STOPS TO PICK UP AND DISCHARGE ALL CUSTOMERS WHO WISH TO BOARD**
- B-ACCEPT ALL CUSTOMERS UP TO BUS CAPACITY**
- C-USE PROPER DESTINATION SIGN**
- D-JUST PICK UP SCHOOL KIDS AND DROP OFF**

44-AN SSD-1 FORM IS NOT REQUIRED

- A-WHEN FATAL INJURIES ARE INVOLVED**
- B-WHEN A BUS FIRE CAUSES EVACUATION**
- C-WHEN THERE ARE FOUR OR LESS INJURIES RECEIVING MEDICAL ATTENTION**
- D-WHEN MECHANICAL FAILURE OF A BUS CLAIMED AS THE CAUSE OF THE ACCIDENT (WHETHER OR NOT INJURIES OCCURRED)**

45-A FUEL SPILL AT A DEPOT MUST EXCEED HOW MANY GALLONS BEFORE BEING REPORTED?

- A-05 GALLONS
- B-10 GALLONS
- C-15 GALLONS
- D-20 GALLONS

46-WHEN A BUS OPERATOR REPORTS TO WORK THE CREW DISPATCHER SHOULD RANDOMLY CHECK TO MAKE SURE THE BUS OPERATOR HAS THE FOLLOWING

- A-BADGE
- B-TRIP SHEET
- C-WHEELCHAIR KEY
- D-A AND C

47-IF A SHIFTER CALL YOUR ATTENTION TO A BUS THAT DOSEN'T VACUUM DURING RUSH HOUR AND YOU'VE TRIED EVERYTHING, THE PROPER PROCEDURE WOULD BE TO

- A-PUT THE MACHINE IN BY-PASS AND WAIT FOR THE LINE TO SLOW DOWN
- B-POOL MORE BUSES SO YOU DON'T HAVE TO PAY LATE SLIPS
- C-MAKE IT A NO VAC AND PUT ON SPECIFIED TRACK
- D-PUT THE MACHINE IN BY-PASS IF BUS VACUUMS PUT IN NORMAL MODE AND WAIT TO SEE WHAT HAPPENS WITH NEXT BUS.

48-WINTER UNIFORMS ARE IN EFFECT FROM

- A-OCT. 1 TO APRIL 1
- B-OCT. 1 TO APRIL 15
- C-OCT. 1 TO MAY 1
- D-OCT. 15 TO APRIL 30

49-WHEN YOU RECEIVE A TRAFFIC CONVICTION OUT OF STATE; YOU MUST NOTIFY THE AUTHORITY WITHIN

- A-5 WORKING DAYS
- B-10 WORKING DAYS
- C-15 WORKING DAYS
- D-30 WORKING DAYS

50-WHAT TEMPERATURE MUST BUS INTERIOR TEMPERATURES BE FROM OCT. 15 THROUGH APRIL 15 PROVIDED THE OUTSIDE TEMPERATURE IS 45F OR LESS

- A-NO LESS THAN 45F, NO GREATER THAN 70F
- B-NO LESS THAN 40F, NO GREATER THAN 60F
- C-NO LESS THAN 45F, NO GREATER THAN 65F
- D-NO LESS THAN 40F, NO GREATER THAN 65F

51-BULLETINS HAVING AN EXPIRATION DATE MUST BE REMOVED FROM POSTING AFTER IT IS FULFILLED, SUPERSEDED, OR CANCELED WITHIN

- A-24 HOURS
- B-48 HOURS
- C-72 HOURS
- D-THE DAY

52-BUSES UTILIZING HOV OR EXCLUSIVE BUS LANES IN BROOKLYN MUST DRIVE WITH HEADLIGHTS ON AND NOT EXCEED SPEED OF

- A-35 MPH
- B-45 MPH
- C-POST SPEED LIMIT
- D-55 MPH

53-WHEN A BUS OPERATED BY A PRIVATE BUS COMPANY BECOMES DISABLED IN THE HOV LANE AUTHORITY OPERATORS

- A-ARE NOT REQUIRED TO PICK UP CUSTOMERS BUT MUST PASS THE DISABLED BUS WHEN SAFE TO DO SO
- B-ARE REQUIRED TO PICK UP, NOTING NUMBER OF CUSTOMERS, BUS #, AND THE NAME OF THE COMPANY AND PASS WHEN SAFE TO DO SO
- C-ARE REQUIRED TO WAIT FOR CONSOLE INSTRUCTIONS
- D-PICK UP, NOTING NUMBER OF CUSTOMERS, BUS #, AND NAME OF COMPANY AND PASS WHEN DIRECTED BY THE POLICE

54-AN EMPLOYEE ON JURY DUTY FROM 9:00 AM TO 5:00 PM WORKS AN EIGHT HOUR PAYING RUN ON THE SAME DAY. THE EMPLOYEE SHALL BE PAID FOR THE RUN AT.

- A-STRAIGHT TIME
- B-TIME AND ONE HALF
- C-HALF TIME
- D-DOUBLE TIME

55-A VALID REASON FOR PULLING A BUS OUT LATE WOULD BE:

- A-OPERATOR WAS CONDUCTING A PRE-TRIP INSPECTION**
- B-DISPATCHER ASSIGNED BUS LATE DUE TO BUS AVAILABILITY**
- C-OPERATOR NEEDED TO FINISH HIS COFFEE**
- D-OPERATOR STOPPED TO TALK WITH SOME CO-WORKERS**

56-IF AN OPERATOR HAS ANY DOUBT ABOUT SAFELY OPERATING A WHEEL CHAIR LIFT HE SHOULD:

- A-ASK ANOTHER OPERATOR FOR HELP**
- B-REQUEST RETRAINING**
- C-READ THE DIRECTIONS AND ASK THE WHEEL CHAIR CUSTOMER FOR HELP**
- D-FLAG THE WHEEL CHAIR CUSTOMER**

57-WHO IS ENTITLED TO USE THE WHEEL CHAIR LIFT?

- A-ANY CUSTOMER REQUESTING IT**
- B-WHEEL CHAIR CUSTOMERS ONLY**
- C-WHEEL CHAIR CUSTOMERS AND PERSONS WITH WALKERS**
- D-ELDERLY CUSTOMERS DISPLAYING A CANE**

58-WHAT IS THE COMBINED WEIGHT LIMIT ON THE WHEEL CHAIR LIFT?

- A-200 POUNDS**
- B-400 POUNDS**
- C-NO WEIGHT RESTRICTIONS**
- D-800 POUNDS**

59-IF AN OPERATOR IS HAVING DIFFICULTY USING HIS/HER WHEEL CHAIR KEY, AND A WHEEL CHAIR CUSTOMER OFFERS AN OPERABLE KEY, THE OPERATOR SHOULD:

- A-TIE THE WHEEL CHAIR CUSTOMER UP AFTER BOARDING AND CALL THE NYPD**
- B-CONFISCATE THE KEY AND INFORM THE WHEEL CHAIR CUSTOMER HE SHOULD NOT POSSES TRANSIT AUTHORITY PROPERTY**
- C-USE THE KEY**
- D-REFUSE TO BOARD THIS PERSON**

**60-BUS OPERATOR RODRIGUEZ REPORT AT 00:17 SWINGS FROM 05:25
TO 06:17 CLEARS AT 08:24 PAY FOR THIS**

- A-8:00 AND 5:43 ND**
- B-8:05 AND NO ND**
- C-8:07 AND 5:42 ND**
- D-8:11 AND 8:00 ND**

61-ALL LEAVES OF ABSENCE MUST BE APPROVED IN ADVANCE EXCEPT

- A-A DEATH IN THE FAMILY**
- B-TO WORK A SECOND JOB**
- C-EMPLOYEE'S BIRTHDAY**
- D-TO TAKE A PROMOTIONAL EXAM**

**62-BUS OPERATOR RODRIGUEZ HAS RETURNED AN ACCIDENT REPORT
MISSING INFORMATION ABOUT THE TA BUS INVOLVED. THE SLD
SHOULD**

- A-NOT ACCEPT THE REPORT UNTIL IT IS COMPLETE**
- B-ACCEPT THE REPORT AND MAKE NECESSARY CORRECTIONS**
- C-ACCEPT THE REPORT AND WRITE UP THE OPERATOR FOR NOT
SUBMITTING A COMPLETE REPORT**
- D-REJECT THE REPORT AND HAVE THE OPERATOR TYPE IT**

**63-IF A BUS OPERATOR TAKES A PROMOTION TO DISPATCHER, HOW
LONG DOES THE OPERATOR HAVE TO COME BACK BEFORE LOSING
HIS/HER PREFERENCE STATUS?**

- A-12 MONTHS**
- B-5 MONTHS**
- C-6 MONTHS**
- D-24 MONTHS**

**64-A DISPATCHER IN PLAIN CLOTHES REPORTING TO WORK IS
STOPPED IN THE BUS YARD AND ASKED TO PRESENT HIS TA ID TO A
SUSPICIOUS BUS OPERATOR. THE DISPATCHER SHOULD?**

- A-COMPLY AND PRODUCE HIS TA ID**
- B-IGNORE THE BUS OPERATOR**
- C-WRITE THE BUS OPERATOR UP FOR HARASSMENT**
- D-REPORT THE BUS OPERATOR TO THE DEPOT GENERAL MANAGER**

65-WHEN ON DUTY, A BUS OPERATOR MAY TRAVEL TO A RELIEF POINT VIA?

- A-TRAIN OR BUS ONLY**
- B-HER PERSONAL CAR**
- C-THE PERSONAL CAR OF ANOTHER BUS OPERATOR**
- D-ALL OF THESE CHOICES**

66-OF THE FOLLOWING, AN EMPLOYEE IN CONTACT WITH THE PUBLIC, SUCH AS A DISPATCHER, MUST BE ABLE TO GIVE INFORMATION TO CUSTOMERS ABOUT ALL BUT WHAT?

- A-RESTURANTS**
- B-AIRPORTS**
- C-LARGE STORES**
- D-THEATERS**

67-WHAT DOES IT MEAN IF A RED LAMP OR FLAG IS PLACED AT ONE OR BOTH ENDS OF A BUS?

- A-EMPLOYEES ARE ON OR ABOUT IT**
- B-THE BUS IS IN OPERABLE**
- C-THE BUS IS RESERVED FOR SPECIAL USE**
- D-THE OPERATOR OF THIS BUS IS DUE FOR A CHECK-RIDE**

68-IN CASE OF EJECTION OF CUSTOMERS, HOW MUCH FORCE MAY BE USED?

- A-NO MORE FORCE MUST BE USED THAN IS NECESSARY TO REMOVE THE CUSTOMER FROM THE SYSTEM**
- B-DEADLY PHYSICAL FORCE**
- C-NO PHYSICAL FORCE**
- D-10 BLOWS TO THE HEAD**

69-DURING WHICH HOURS IS BEGGING PERMITTED ON SYSTEM PROPERTY

- A-NEVER**
- B-OFF-PEAK HOURS**
- C-12 AM TO 6 AM IS**
- D-8 PM TO 5 AM IS**

70-IN WHICH ORDER IS AUTHORITY BULLETIN BOARDS TO BE USED FOR?

- A-A-GENERAL ORDERS, BULLETINS, OFFICIAL NOTICES, EMPLOYEES DAILY WORK ASSIGNMENTS, AND JOB VACANCY NOTICES**
- B-OFFICIAL NOTICES, GENERAL ORDERS, BULLETINS, EMPLOYEES DAILY WORK ASSIGNMENTS, AND JOB VACANCY NOTICES**
- C-JOB VACANCY NOTICES, BULLETINS, GENERAL ORDERS, OFFICIAL NOTICES, AND EMPLOYEES DAILY WORK ASSIGNMENTS**
- D-BULLETINS, GENERAL ORDERS, OFFICIAL NOTICES, JOB VACANCY NOTICES, AND EMPLOYEES DAILY WORK ASSIGNMENTS**

71-THE AUTHORITY FOR THE MOVEMENT OF BUSES IS THE:

- A-SCHEDULE**
- B-TIMETABLE**
- C-SCHEDULE CARDS**
- D-PADDLE REPORT**

72-WHO MAY SOLICIT POLITICAL CONTRIBUTIONS ON TRANSIT PROPERTY

- A-NO EMPLOYEE**
- B-BUS OPERATOR**
- C-DISPATCHERS**
- D-POLITICANS**

73-WHAT IS THE PROPER METHOD FOR SECURING A BUS?

- A-APPLY THE PARKING BRAKE, PLACE THE GEAR/SHIFT INTO THE NEUTRAL POSITION, TURN THE WHEELS TO THE CURB AGAINST GRADE, AND SHUT OFF THE ENGINE**
- B-PLACE THE GEAR/SHIFTER INTO THE NEUTRAL POSITION, APPLY THE PARKING BRAKE, AND SHUT OFF THE ENGINE**
- C-APPLY THE INTERLOCK BRAKE, PLACE THE GEAR/SHIFTER IN THE NEUTRAL POSITION, TURN THE WHEELS AGAINST THE CURB ON GRADE, AND SHUT THE ENGINE OFF**
- D-APPLY THE PARKING BRAKE, PLACE THE WHEELS TO THE CURB WITH THE GRADE AND SHUT OFF THE ENGINE**

74-ACCORDING TO A BULLETIN OPERATOR EXPERIENCING HOT ENGINES SHOULD NEVER LEAVE BUS TO INSPECT REAR OF BUS IS A STATEMENT THAT IS

- A-TRUE IF ENGINE LITE IS PERSISTENT**
- B-TRUE IF ENGINE LITE GOES OFF**
- C-FALSE IF ENGINE LITE IS PERSISTENT**
- D-FALSE IF ENGINE LITE GOES OFF**

75-HOT ENGINE LITE REQUIRES OPERATOR TO ENGAGE FAST IDLE FOR

- A-30 SECONDS**
- B-60 SECONDS**
- C-90 SECONDS**
- D-120 SECONDS**

76-OPERATOR ARE REQUIRED TO SUBMIT CHANGE OF ADDRESS FORMS TO MANAGEMENT WITHIN

- A-3 DAYS**
- B-5 WORKING DAYS**
- C-10 DAYS**
- D-ONE WEEK**

77-DEPARTMENT OF MOTOR VEHICLES MUST BE NOTIFIED OF A CHANGE OF ADDRESS WITHIN

- A-2 WEEKS**
- B-1 WEEK**
- C-10 DAYS**
- D-1 MONTH**

78-WHEN A FIRE ERUPTS ON A BUS THE OPERATOR AFTER DISCHARGING CUSTOMERS AND CURBING BUS DECIDING TO USE THE RADIO OF ANY AUTHORITY VEHICLE MUST DO SO ON THAT VEHICLE AT A DISTANCE OF NO LESS THAN

- A-100 FEET**
- B-200 FEET**
- C-300 FEET**
- D-NONE OF THE ANSWERS**

**79-A FIRE EMANATING AT REAR OF BUS NEAR ENGINE COMPARTMENT
MUST BE EXTINGUISHED BY OPERATOR**

- A-BY ANY MEAN NECESSARY**
- B-ONLY WITH AUTHORITY FIRE EXTINGUISHER**
- C-NEVER BE EXTINGUISHED**
- D-WITH AUTHORIZATION FROM COMMAND CENTER**

80-BUSES NOT EQUIPPED WITH FIRE EXTINGUISHERS

- A-CAN BE OPERATED ONLY IF INSTRUCTED BY SUPERVISION**
- B-CANNOT BE OPERATED AT ANY TIME**
- C-OPERATED ONLY IN NON-REVENUE SERVICE**
- D-OPERATE ON A SPECIFICALLY DESIGNATED ROUTE**

Questions - 1 - 2 - 3

E. The provisions of this Section are not intended to detract from or conflict with any right of an employee to any disability pension or allowance under any law relating to the New York City Employees' Retirement System. These provisions shall not be applicable, however, to any employee who is granted any such disability pension or allowance.

SECTION 2.17 - EMERGENCY WORK

A. If an employee is required to report back for emergency work after being released upon the completion of his/her regular tour of duty and before the commencement of his/her next regular tour of duty, he/she will be paid as follows:

1) If he/she shall have been ordered to and does report to his/her headquarters by telephone, he/she will be allowed one and one-half (1 1/2) hours time at his/her regular rate of pay for each required report, if he/she is not, as a result of such telephone report, ordered to report in person.

2) If he/she shall have been ordered to and does report in person to the place where he/she is directed to report, he/she will be allowed three (3) hours time at his/her regular rate of pay for so reporting, but shall not be entitled to the allowance set forth in paragraph 1) above.

3) For all emergency work performed outside of his/her regular working time, he/she will be allowed time and one-half at his/her regular rate of pay, in addition to the allowance under paragraph 2) above and, in addition, to any allowance to which he/she may be entitled under paragraph 1) above.

4) If he/she is put to work more than four (4) hours prior to the commencement of his/her next regular tour of duty or if, after being put to work, he/she is not held through until the commencement of his/her next regular tour of duty, his/her total pay for the emergency work performed outside of his/her regular working time, including overtime and allowances under paragraphs 1) and 2 above, shall be at least eight (8) hours pay at his/her regular hourly rate. If, after reporting in person pursuant to orders, he/she is not put to work at all, he/she shall receive his/her regular rate of pay for six (6) hours in lieu of the allowance provided for in paragraph 2 above.

B. An employee who is held over after the completion of his/her regular tour of duty for the performance of emergency work shall be paid at the rate of time and one-half for the time during which he/she is so held.

C. An employee engaged in emergency work outside of his/her regularly scheduled working time will be given a meal allowance of three (\$3) dollars in cash, for each five hours during which he/she is so engaged, provided, however, that an employee held over for emergency work after the completion of his/her regularly scheduled tour of duty will be given such a meal allowance at the completion of his/her regularly scheduled tour of duty, provided he/she is to be required to perform such work or duty for a period of at least two (2) hours. Employees, without deduction of pay, will be allowed time to eat permitted meals at times consistent with the requirements of the work.

Question - 4

EMERGENCY SNOW WORK

EMPLOYEES ASSIGNED TO EMERGENCY WORK AFTER COMPLETION OF THEIR REGULARLY SCHEDULED TOUR OF DUTY WILL BE PAID MEAL ALLOWANCES AS FOLLOWS:

COMPLETES 2 HOURS – 1 MEAL ALLOWANCE

COMPLETES 5 HOURS TO 9:59 – 2 MEAL ALLOWANCES

COMPLETES 10 HOURS TO 14:59 – 3 MEAL ALLOWANCES

COMPLETES 15 HOURS TO 19:59 – 4 MEAL ALLOWANCES

R.D.O = EVERY 5 HOURS

RIDING LINES

AN EMPLOYEE REQUIRED TO RIDE A LINE FOR 1 ROUND TRIP, SHALL BE PAID AT THE RATE OF TIME AND ONE-HALF. HOWEVER, THE EMPLOYEE IN THIS INSTANCE MUST COMPLETE HIS OR HER REGULARLY SCHEDULED TOUR OF DUTY.

INSTRUCTOR OPERATOR

WHEN A STUDENT OPERATOR IS REQUIRED TO MAKE MORE THAN 1 ROUND TRIP WITH AN OPERATOR, THE INSTRUCTING OPERATOR SHALL BE PAID 2 HOURS AT HIS OR HER REGULAR RATE OF PAY.

STUDENT OPERATORS

STUDENT OPERATORS ASSIGNED TO A REGULARLY SCHEDULED RUN FOR 1 DAY SHALL BE PAID 'RUN PAY'

ACCIDENT REPORTS

EMPLOYEES REQUIRED TO REMAIN ON THE PREMISES OF THE T.A. TO PREPARE REPORTS OF UNUSUAL OCCURRENCES OR ACCIDENTS, SHALL BE PAID 1 HOUR PAY AT THEIR REGULAR RATE OF PAY. HOWEVER, BOOST TIME AT THE END OF THE RUN SHALL BE SUBTRACTED FROM THE 1 HOUR. IF MORE THAN ONE REPORT IS INVOLVED, THE ALLOWANCE SHALL BE ONE HOUR ONLY.

SICKNESS IN FAMILY

ANY EMPLOYEE REQUESTING TO BE EXCUSED FOR REASON OF 'SICKNESS IN FAMILY' MUST SUBMIT PROOF OF SUCH SICKNESS. WHEN RECEIVING REQUESTS FROM EMPLOYEES TO BE EXCUSED FOR 'SICKNESS IN FAMILY' THEY ARE TO BE ADVISED THAT THEY ARE NOT CONSIDERED EXCUSED UNTIL PROOF OF SUCH SICKNESS IS SUBMITTED. THE BURDEN OF PROOF REST WITH THE EMPLOYEE.

EMERGENCY REQUESTS OF THIS NATURE WILL ONLY BE GRANTED FOR ONE DAY AND IF FURTHER TIME IS NEEDED, ARRANGEMENT MUST BE MADE THROUGH DEPOT SUPERVISION.

S.I.F. OPERATORS ARE CARRIED AWOL UNTIL PROOF IS SUBMITTED.

Question - 5

E. The provisions of this Section are not intended to detract from or conflict with any right of an employee to any disability pension or allowance under any law relating to the New York City Employees' Retirement System. These provisions shall not be applicable, however, to any employee who is granted any such disability pension or allowance.

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1) If he/she shall have been ordered to and does report to his/her headquarters by telephone, he/she will be allowed one and one-half (1 1/2) hours time at his/her regular rate of pay for each required report, if he/she is not, as a result of such telephone report, ordered to report in person.

2) If he/she shall have been ordered to and does report in person to the place where he/she is directed to report, he/she will be allowed three (3) hours time at his/her regular rate of pay for so reporting, but shall not be entitled to the allowance set forth in paragraph 1) above.

3) For all emergency work performed outside of his/her regular working time, he/she will be allowed time and one-half at his/her regular rate of pay, in addition to the allowance under paragraph 2) above and, in addition, to any allowance to which he/she may be entitled under paragraph 1) above.

4) If he/she is put to work more than four (4) hours prior to the commencement of his/her next regular tour of duty or if, after being put to work, he/she is not held through until the commencement of his/her next regular tour of duty, his/her total pay for the emergency work performed outside of his/her regular working time, including overtime and allowances under paragraphs 1) and 2 above, shall be at least eight (8) hours pay at his/her regular hourly rate. If, after reporting in person pursuant to orders, he/she is not put to work at all, he/she shall receive his/her regular rate of pay for six (6) hours in lieu of the allowance provided for in paragraph 2 above.

B. An employee who is held over after the completion of his/her regular tour of duty for the performance of emergency work shall be paid at the rate of time and one-half for the time during which he/she is so held.

C. An employee engaged in emergency work outside of his/her regularly scheduled working time will be given a meal allowance of three (\$3) dollars in cash, for each five hours during which he/she is so engaged, provided, however, that an employee held over for emergency work after the completion of his/her regularly scheduled tour of duty will be given such a meal allowance at the completion of his/her regularly scheduled tour of duty, provided he/she is to be required to perform such work or duty for a period of at least two (2) hours. Employees, without deduction of pay, will be allowed time to eat permitted meals at times consistent with the requirements of the work.

Question - 6 - 7

D. If, as a result of emergency work, an employee is required to work six (6) hours or more between the completion of his/her regularly scheduled tour of duty and the commencement of his/her next regularly scheduled tour of duty, and at such time or times as to prevent him/her from having eight (8) consecutive hours off duty at any time between the two regularly scheduled tours of duty, he/she shall be excused with pay from such part of his/her said next regularly scheduled tour of duty as may follow the completion of the emergency work and as may be necessary in order that he/she may have eight (8) consecutive hours off duty between the time when he/she completed his/her emergency work, whether that be before or after the time of commencement of his/her said next regularly scheduled tour of duty, and the time when he/she shall thereafter report back for work; except that if the time when he/she would thus report back for work should be within four (4) hours of the time scheduled for the completion of his/her said next regularly scheduled tour of duty, he/she shall be excused with pay from all of the said next regularly scheduled tour of duty. Notwithstanding the foregoing, if an employee, upon completing a regularly scheduled tour of duty, leaves the premises without having any reason to believe that he/she may be called out for emergency work before the commencement of his/her next regularly scheduled tour of duty, but is called out and performs emergency work for six (6) or more consecutive hours prior to the time scheduled for the commencement of his/her next tour of duty, his/her superior, if convinced that such employee has had insufficient sleep and is unfit for work, shall have the discretion to excuse him/her with pay from part or all of said next regularly scheduled tour of duty, irrespective of whether or not the employee may have had eight (8) consecutive hours off duty before being called out for such emergency work. If an employee is definitely entitled under the foregoing provision to be excused with pay from part or all of his/her next regularly scheduled tour of duty following the performance of emergency work, but is not so excused, he/she shall be allowed time off with pay from a subsequent tour of duty for the length of time for which he/she should have been so excused, but the day on which he/she is to be allowed such time off shall be determined by advance agreement with his/her superior.

E. If a stretch of emergency work commences prior to the beginning of an employee's scheduled day off and continues into such day off for not more than two hours, it shall be treated as though it had all been performed on the day when it commenced. If it continues into such scheduled day off for more than two hours and commences not more than two hours before the beginning of such day off, it shall be treated as though it had all been performed on such day off. If it commences more than two hours before the beginning of the scheduled day off and continues into such day off for more than two hours, then the work on each day shall be treated as having been performed on the day when it actually was performed and shall not be treated as having been performed entirely on one day or the other. If after more than two (2) hours of emergency work performed and treated as performed in the early part of his/her scheduled day off, an employee is released from duty and allowed to go home and later is brought back again for work on the same day off, he/she shall be paid at the rate of time and one-half (1-1/2) for all work performed after thus being brought back, in addition to receiving a minimum of one and one-half (1-1/2) times a full day's pay for the work treated as performed in the early part of the day.

An employee's scheduled day off shall commence eight (8) hours after the time scheduled for the completion of his/her last scheduled tour of duty preceding the day off and shall continue for twenty-four (24) hours, except that when an employee has two (2) consecutive scheduled days off, the second day off shall consist of the twenty-four (24) hours immediately following the end of the first day off.

Question - 8 - 9

F. The term "emergency work" as used in the foregoing subsections, shall be deemed to include any work which an employee is required to perform outside of his/her scheduled working hours, except extra trips and "specials" and work made necessary by the failure of another employee to report for duty and except work which is planned ahead, provided, however, that even where overtime work is planned ahead, if an employee, immediately following completion of his/her regular full day's work, is held over for a longer period than four (4) hours in order to finish a particular job, the overtime work in excess of four (4) hours will be considered as "emergency work" when it is not made necessary by the failure of another employee to report for duty. In cases where overtime work in excess of four (4) hours immediately following a scheduled tour of duty is to be treated as "emergency work", the first meal allowance will come after the expiration of the first four (4) hours of overtime and the employee will be entitled to another meal allowance for every five (5) hours of work thereafter. Work will not be considered as planned ahead unless notice thereof is either given to the employee himself/herself or posted at his/her headquarters at or before the time scheduled for the end of the employee's regular tour of duty next preceding his/her regular tour of duty which is followed by the overtime work, except that where the overtime work commences only four (4) hours or less before the time scheduled for the beginning of one of his/her regular tours of duty it will be considered as planned ahead if notice thereof is either given to the employee himself/herself or posted at his/her headquarters at or before the time scheduled for the end of his/her last regular tour of duty immediately preceding the overtime work.

G. When an employee, after being released from work and allowed to go home following the completion of a regularly scheduled tour of duty, is required to report back eight (8) hours, or more, before his/her next regularly scheduled tour of duty for emergency work made necessary by storm, flood, fire, accident or other catastrophe, he/she shall, if held on such emergency work continuously for a period of more than eight (8) hours extending into his/her regularly scheduled working time, be paid at the rate of time and one-half (1-1/2) for all of the time during which he/she is thus held continuously on such emergency work, including the portion thereof within his/her scheduled working time. If, upon completion of such emergency work, he/she is required to resume his/her regular duties during the remaining portion of his/her scheduled working time, he/she shall be paid for such remaining portion at straight time.

SECTION 2.18 - UNIFORMS

Where the Transit Authority requires an employee covered by this Agreement to be in uniform, the Transit Authority will supply such uniform.

SECTION 2.19 - MISCELLANEOUS PAYMENTS

A.1) During the period of this contract, the Transit Authority shall pay a sum computed at the rate of \$500.00 a year to each employee covered by the terms of this Agreement;

- a. Who was on January 1, 1966 in the employ of the Transit Authority;

Question - 10

D. If, as a result of emergency work, an employee is required to work six (6) hours or more between the completion of his/her regularly scheduled tour of duty and the commencement of his/her next regularly scheduled tour of duty, and at such time or times as to prevent him/her from having eight (8) consecutive hours off duty at any time between the two regularly scheduled tours of duty, he/she shall be excused with pay from such part of his/her said next regularly scheduled tour of duty as may follow the completion of the emergency work and as may be necessary in order that he/she may have eight (8) consecutive hours off duty between the time when he/she completed his/her emergency work, whether that be before or after the time of commencement of his/her said next regularly scheduled tour of duty, and the time when he/she shall thereafter report back for work; except that if the time when he/she would thus report back for work should be within four (4) hours of the time scheduled for the completion of his/her said next regularly scheduled tour of duty, he/she shall be excused with pay from all of the said next regularly scheduled tour of duty. Notwithstanding the foregoing, if an employee, upon completing a regularly scheduled tour of duty, leaves the premises without having any reason to believe that he/she may be called out for emergency work before the commencement of his/her next regularly scheduled tour of duty, but is called out and performs emergency work for six (6) or more consecutive hours prior to the time scheduled for the commencement of his/her next tour of duty, his/her superior, if convinced that such employee has had insufficient sleep and is unfit for work, shall have the discretion to excuse him/her with pay from part or all of said next regularly scheduled tour of duty, irrespective of whether or not the employee may have had eight (8) consecutive hours off duty before being called out for such emergency work. If an employee is definitely entitled under the foregoing provision to be excused with pay from part or all of his/her next regularly scheduled tour of duty following the performance of emergency work, but is not so excused, he/she shall be allowed time off with pay from a subsequent tour of duty for the length of time for which he/she should have been so excused, but the day on which he/she is to be allowed such time off shall be determined by advance agreement with his/her superior.

E. If a stretch of emergency work commences prior to the beginning of an employee's scheduled day off and continues into such day off for not more than two hours, it shall be treated as though it had all been performed on the day when it commenced. If it continues into such scheduled day off for more than two hours and commences not more than two hours before the beginning of such day off, it shall be treated as though it had all been performed on such day off. If it commences more than two hours before the beginning of the scheduled day off and continues into such day off for more than two hours, then the work on each day shall be treated as having been performed on the day when it actually was performed and shall not be treated as having been performed entirely on one day or the other. If after more than two (2) hours of emergency work performed and treated as performed in the early part of his/her scheduled day off, an employee is released from duty and allowed to go home and later is brought back again for work on the same day off, he/she shall be paid at the rate of time and one-half (1-1/2) for all work performed after thus being brought back, in addition to receiving a minimum of one and one-half (1-1/2) times a full day's pay for the work treated as performed in the early part of the day.

An employee's scheduled day off shall commence eight (8) hours after the time scheduled for the completion of his/her last scheduled tour of duty preceding the day off and shall continue for twenty-four (24) hours, except that when an employee has two (2) consecutive scheduled days off, the second day off shall consist of the twenty-four (24) hours immediately following the end of the first day off.

Question - 11

E. The provisions of this Section are not intended to detract from or conflict with any right of an employee to any disability pension or allowance under any law relating to the New York City Employees' Retirement System. These provisions shall not be applicable, however, to any employee who is granted any such disability pension or allowance.

SECTION 2.17 - EMERGENCY WORK

A. If an employee is required to report back for emergency work after being released upon the completion of his/her regular tour of duty and before the commencement of his/her next regular tour of duty, he/she will be paid as follows:

1) If he/she shall have been ordered to and does report to his/her headquarters by telephone, he/she will be allowed one and one-half (1 1/2) hours time at his/her regular rate of pay for each required report, if he/she is not, as a result of such telephone report, ordered to report in person.

2) If he/she shall have been ordered to and does report in person to the place where he/she is directed to report, he/she will be allowed three (3) hours time at his/her regular rate of pay for so reporting, but shall not be entitled to the allowance set forth in paragraph 1) above.

3) For all emergency work performed outside of his/her regular working time, he/she will be allowed time and one-half at his/her regular rate of pay, in addition to the allowance under paragraph 2) above and, in addition, to any allowance to which he/she may be entitled under paragraph 1) above.

4) If he/she is put to work more than four (4) hours prior to the commencement of his/her next regular tour of duty or if, after being put to work, he/she is not held through until the commencement of his/her next regular tour of duty, his/her total pay for the emergency work performed outside of his/her regular working time, including overtime and allowances under paragraphs 1) and 2 above, shall be at least eight (8) hours pay at his/her regular hourly rate. If, after reporting in person pursuant to orders, he/she is not put to work at all, he/she shall receive his/her regular rate of pay for six (6) hours in lieu of the allowance provided for in paragraph 2 above.

B. An employee who is held over after the completion of his/her regular tour of duty for the performance of emergency work shall be paid at the rate of time and one-half for the time during which he/she is so held.

C. An employee engaged in emergency work outside of his/her regularly scheduled working time will be given a meal allowance of three (\$3) dollars in cash, for each five hours during which he/she is so engaged, provided, however, that an employee held over for emergency work after the completion of his/her regularly scheduled tour of duty will be given such a meal allowance at the completion of his/her regularly scheduled tour of duty, provided he/she is to be required to perform such work or duty for a period of at least two (2) hours. Employees, without deduction of pay, will be allowed time to eat permitted meals at times consistent with the requirements of the work.

QUESTION-11

OUTLINE

3:00 FOR PHONE CALL		
08:00 04:00 <u>4:00 WORK TIME</u> <u>2:00 ½ TIME</u> <u>6.00 TOTAL PAY HOURS FOR SNOW WORK</u> <u>PLUS 3:00 FOR REPORTING + 1.30-CALL</u> <u>10.30 TOTAL PAY</u>	10.30 WHEN YOU USE THE OTHER NUMBER-1-2-3	
PAGE-73-A-4		
INCLUDING OVERTIME AND ALLOWANCES UNDER PARAGRAPHS-1 AND 2 AND 3		

Question - 12

EMERGENCY SNOW WORK

EMPLOYEES ASSIGNED TO EMERGENCY WORK AFTER COMPLETION OF THEIR REGULARLY SCHEDULED TOUR OF DUTY WILL BE PAID MEAL ALLOWANCES AS FOLLOWS:

COMPLETES 2 HOURS – 1 MEAL ALLOWANCE
COMPLETES 5 HOURS TO 9:59 – 2 MEAL ALLOWANCES
COMPLETES 10 HOURS TO 14:59 – 3 MEAL ALLOWANCES
COMPLETES 15 HOURS TO 19:59 – 4 MEAL ALLOWANCES
R.D.O = EVERY 5 HOURS

RIDING LINES

AN EMPLOYEE REQUIRED TO RIDE A LINE FOR 1 ROUND TRIP, SHALL BE PAID AT THE RATE OF TIME AND ONE-HALF. HOWEVER, THE EMPLOYEE IN THIS INSTANCE MUST COMPLETE HIS OR HER REGULARLY SCHEDULED TOUR OF DUTY.

INSTRUCTOR OPERATOR

WHEN A STUDENT OPERATOR IS REQUIRED TO MAKE MORE THAN 1 ROUND TRIP WITH AN OPERATOR, THE INSTRUCTING OPERATOR SHALL BE PAID 2 HOURS AT HIS OR HER REGULAR RATE OF PAY.

STUDENT OPERATORS

STUDENT OPERATORS ASSIGNED TO A REGULARLY SCHEDULED RUN FOR 1 DAY SHALL BE PAID 'RUN PAY'

ACCIDENT REPORTS

EMPLOYEES REQUIRED TO REMAIN ON THE PREMISES OF THE T.A. TO PREPARE REPORTS OF UNUSUAL OCCURRENCES OR ACCIDENTS, SHALL BE PAID 1 HOUR PAY AT THEIR REGULAR RATE OF PAY. HOWEVER, BOOST TIME AT THE END OF THE RUN SHALL BE SUBTRACTED FROM THE 1 HOUR. IF MORE THAN ONE REPORT IS INVOLVED, THE ALLOWANCE SHALL BE ONE HOUR ONLY.

SICKNESS IN FAMILY

ANY EMPLOYEE REQUESTING TO BE EXCUSED FOR REASON OF 'SICKNESS IN FAMILY' MUST SUBMIT PROOF OF SUCH SICKNESS. WHEN RECEIVING REQUESTS FROM EMPLOYEES TO BE EXCUSED FOR 'SICKNESS IN FAMILY' THEY ARE TO BE ADVISED THAT THEY ARE NOT CONSIDERED EXCUSED UNTIL PROOF OF SUCH SICKNESS IS SUBMITTED. THE BURDEN OF PROOF REST WITH THE EMPLOYEE.

EMERGENCY REQUESTS OF THIS NATURE WILL ONLY BE GRANTED FOR ONE DAY AND IF FURTHER TIME IS NEEDED, ARRANGEMENT MUST BE MADE THROUGH DEPOT SUPERVISION.

S.I.F. OPERATORS ARE CARRIED AWOL UNTIL PROOF IS SUBMITTED.

Question - 13 - 14

instructed to improve his/her sick leave record. The employee shall be paid for the time he/she is counseled and may have a union representative present if he/she requests one.

2) Upon the sixth (6) unsubstantiated instance of sick leave absence in any running one year period, he/she will be placed on the Sick Leave Control List and be so notified with a copy to his/her union representative. The employee shall be required to acknowledge in writing receipt of the notification that he/she is on the Sick Leave Control List.

3) An employee having a recent pattern of one or two day absences, with less than one half (1/2) of his possible sick leave balance in the bank, will be counseled by his/her supervisor. The employee will be advised and instructed to improve his/her sick leave record. Should such patterned absences continue the employee will be placed on the Sick Leave Control List.

4) An employee who is placed on the Sick Leave Control List must provide medical documentation for all sick leave absences including unpaid absences, regardless of duration. Failure to do so will be cause for loss of pay, if the employee would be normally entitled to same, and may be cause for disciplinary action. Employees hired on or after April 29, 1988 who at any time are on the Sick Leave Control List will not be granted sick leave with pay for the first (1st) day of any sick leave instances while on such list.

5) Each Department must furnish daily to Absentee Control a list of all employees who are on the Sick Leave Control List and have reported sick.

6) The record of each employee on the Sick Leave Control List will be reviewed every six (6) months starting with the date the employee is placed on the Sick Leave Control List. If on the six (6) month review, the employee has two (2) or less sick leave instances during the previous six (6) months or four (4) or less sick leave instances during the previous twelve (12) months, his/her name will be removed.

7) In the event the employee was absent more than two (2) times during the six (6) month period or more than four (4) times during the twelve (12) month period, he/she will remain on the Sick Leave Control List and may be subject to appropriate disciplinary action.

8) A notice will be sent to all employees who have been removed from the Sick Leave Control List, with a copy to his/her Union Representative.

V. Effective March 1, 2000 the following provisions will apply:

1. Employees with ten or more years of service will be paid a non-pensionable lump sum payment upon voluntary separation or retirement from the Transit Authority.

Question - 15

unfit for work on account of illness, up to a total of one day per calendar month during which, or the major part of which, the employee shall have been in such employ, except that an employee hired on or after April 29, 1988 will not receive any sick leave with pay for the first day of absence for any sick leave instances during the first year of employment.

C. The term "year" as used in this Section, shall mean a period of twelve months beginning on the first day of May and ending on the following thirtieth day of April.

D. For the purpose of this Section, an employee shall not be deemed to have been in the employ of the Board of Transportation or the Transit Authority during a period of leave of absence without pay except where such leave of absence shall have been for ordered military duty.

E. For any day on which sick leave with pay is granted to an employee, the pay to be allowed him/her shall be the same as if he/she had worked in accordance with his/her regular work schedule for that particular day, as such schedule stood at the time of the commencement of his/her illness, but the term "regular work schedule" shall not be deemed to include any overtime work which may have been planned ahead, except where it is part of a scheduled run for a Train Operator, Conductor or Bus Operator. The term "regular work schedule" shall include the thirty-minute lunch period allowance granted to Transit Property Protection Agents and the ten-minute reporting allowance granted to Tower Operators, Road Car Inspectors, Emergency Light Maintainers and Mechanical Maintainers "B" entitled to same under Article III or IV. If a Train Operator, Conductor or Bus Operator who has a regular run is permitted, by pick or otherwise, to take on any extra work in addition to his/her regular run, such extra work, even if arranged for in advance, shall not, for the purpose of this Section, be considered as part of his/her regular work schedule. Where a Train Operator, Conductor or Bus Operator has elected to cover the board or serve as an extra, his/her schedule shall be deemed to call for eight hours work per day, except where a run in excess of eight hours has been assigned to him/her in advance for a particular day, in which event such run shall be deemed to be his/her regular work schedule for that particular day. For each day of sick leave, a Bus Operator who is an "extra list" operator, shall be paid at his/her regular rate of pay, a number of hours equal to the average number of paid hours per day in all regular runs on the schedules in effect for the division to which he/she is assigned at the time he/she is on sick leave.

F. Sick leave shall not run concurrently with vacation and will not be granted in respect to any of the ten (10) holidays specified in Section 2.5 or in respect of any day which is the employee's regular day off.

G. In order to be granted a paid or unpaid leave of absence on account of illness, an employee must file a written application therefor, on a form provided by the Transit Authority, within three (3) days after his/her return to work, but this form may be filed during the period of his/her absence if such absence is for an extended period. The application for sick leave must include a true statement of the cause of the applicant's absence from work, including the nature of his/her illness or disability, and must be made to the Transit Authority through the applicant's appropriate superior. If the application is for more than two (2) days, it must comply with the provisions of subdivision (I) of this Section.

QUESTION-16

Outline-16
Dec. 23 12.20
Dec. 24 12.20
Dec. 25 8.00
Dec. 26 12.20
Dec. 27 12.20
Tot. 57.20

BUS OPERATOR SICK IN THE WEEK THAT CHRISTMAS DAY

Question - 17

with respect to whether a run or work schedule imperils the health or safety of employees, shall be final and binding upon both parties.

E. Except to the extent specifically provided in paragraphs B and D above, neither the filing of a complaint, nor the pendency of a grievance at any level, shall prevent or delay putting the schedule into effect on the day fixed therefor, subject to any change which may at any time be directed by the Transit Authority upon the determination of the grievance.

F. The Operations Planning Department will host a quarterly meeting for Subway Transportation and Bus Transportation to review work in progress related to each area within the Operations Planning Department. Notification of the meetings will be sent to the President of TWU who will notify the Assistant Vice President, Operations Planning as to which Union representatives will attend the meetings.

SECTION 2.3 - PAYMENT WHERE CHARGES ARE PREFERRED AGAINST EMPLOYEES

If charges which are preferred against an employee are not sustained, the employee will be paid at his/her regular rate of pay for the time lost by reason of such charges. If the charges are sustained, the employee will not be paid for any lost time as a result of such charges.

SECTION 2.4 - VACATION

A. A vacation with pay will be granted each year to each employee of the Transit Authority as hereinafter provided, at such time within the year as the Transit Authority shall fix and determine. The twelve month period within which such vacations will be granted and allocated is referred to in this Section as the vacation year. The vacation year will be either the calendar year, or a year commencing the first day of May in a calendar year and ending on the thirtieth day of April of the following calendar year, as the Transit Authority may determine to be appropriate for the particular department or section of a department. Vacations may be spread over the entire twelve months of the vacation year whenever the Transit Authority deems this advisable in the interest of efficiency or economy. The amount of vacation allotment in weeks or days will be computed on the basis of the time and duration of active employment prior to the beginning of the vacation year. For the purpose of this Section, periods of leave of absence without pay for one month or more except where such leave of absence shall have been for ordered military duty, shall not be deemed to be active employment.

B1. Each employee to whom this Section is applicable who, at the beginning of a vacation year shall have been actively in the employ of the Transit Authority for less than one year, will be granted a vacation of one day for each full calendar month he/she shall have been in the employ of Transit Authority prior to the beginning of the vacation year but not exceeding two (2) weeks.

B2. Each such employee of the Transit Authority who, at the beginning of a vacation year, shall have been actively in the employ of the Transit Authority for one (1) year but who at the beginning of that

QUESTION-18

Outline-18
jun
jul
aug
sept
oct
nov
dec
Total 7 days

Question - 18

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**2017-RETIRED SLD RODRIGUEZ
FINAL EAXAM
MATH PROBLEMS FOR STATEN ISLAND AND BROOKLYN**

01-OPERATOR RODRIGUEZ EARNS \$25.45 PER HOUR. HER RUN PAYS 9:22 PER DAY. WHAT IS HER BI-WEEKLY EARNING?

- A-\$2805.32
- B-\$2383.82
- C-\$2423.73
- D-\$2797.33

02-RODRIGUEZ WORKS 1000 HOURS-1900 HOURS SATURDAY, SUNDAY, MONDAY, THURSDAY, AND FRIDAY. IF SHE HAS A 30 MINUTES SWING, WHAT IS HER RUN PAY EACH DAY?

- A-9:15
- B-9:00
- C-9:30
- D-8:00

03-RODRIGUEZ WORKS A RUN THAT PAYS 11:22 IF HE MAKES 25.45 PER HOUR WHAT WILL BE HIS PAY IF HE USES A VACATION DAY?

- A-\$285.55
- B-\$289.28
- C-\$336.04
- D-\$340.43

04-RODRIGUEZ RUN REPORTS AT 04:28 AND CLEARS AT 14:56. SHE HAS A SWING FROM 09:45 TO 10:57 WHAT IS HER RUN PAY?

- A-10:16
- B-11:42
- C-10:54
- D-11:06

05-AT 0700, THE SQUARE JUNCTION BUS ROUTE HAS 32 BUSES IN OPERATION. THE RUNNING TIME IS 91 MINUTES IN EACH DIRECTION. THE RECOVERY TIME AT ONE TERMINAL IS 6 MINUTES AND 4 MINUTES AT THE OTHER. WHAT IS THE HEADWAY BEING PROVIDED AT THIS TIME OF DAY?

- A-4 MINUTES
- B-5 MINUTES
- C-6 MINUTES
- D-7 MINUTES

06-THE JACKSON AVENUE BUS ROUTE IS SCHEDULED TO HAVE HEADWAY OF TEN MINUTES FOR EACH BUS LEAVING THE TERMINAL. THE RUNNING TIME IS 40 MINUTES IN EACH DIRECTION AND THERE IS A 5-MINUTES RECOVERY TIME AT EACH END. HOW MANY BUSES ARE NEEDED TO OPERATE THE ROUTE ON 10 MINUTE HEADWAY?

- A-8
- B-9
- C-10
- D-11

07-ON A BUS ROUTE, THE NUMBER OF BUSES LEAVING THE TERMINAL EACH HOUR IS INCREASED FROM 5 TO 6. THIS INCREASE CAUSES THE HEADWAY TO DECREASE BY HOW MANY MINUTES?

- A-1
- B-2
- C-3
- D-4

08-A BUS OPERATOR REPORTS FOR HER REGULAR RUN THAT REPORTS AT 06:45 HOURS AND CLEARS AT 15:15 HOURS. UPON REPORTING, SHE IS ASSIGNED A DIFFERENT RUN THAT STARTS AT 06:45 HOURS AND CLEARS AT 14:55 HOURS. WHAT IS HER PAID TIME FOR THE DAY?

- A-8 HOURS
- B-8 HOURS 10 MINUTES
- C-8 HOURS 20 MINUTES
- D-8 HOURS 30 MINUTES

09-A BUS TRAVELING 54 FEET PERSECOND IS TRAVELING HOW MANY MILES PER HOUR?

- A-37
- B-10
- C-35
- D-39

10-IF A ROUTE IS 22 MILES LONG AND IT TAKES 1 HOUR AND 4 MINUTES TO COMPLETE THE ROUTE, WHAT IS THE AVERAGE SPEED THE BUS TRAVELS?

- A-15
- B-35
- C-21
- D-36

11-IF A RUNNING TIME OF A ROUTE IS 51 MINUTES AND THE AVERAGE SPEED IS 16 MPH APPROXIMATELY HOW LONG IS THE ROUTE?

- A-16 MILES
- B-12 MILES
- C-20 MILES
- D-14 MILES

12-ON A BUS ROUTE, THE NUMBER OF BUSES LEAVING THE TERMINAL EACH HOUR IS DECREASED FROM 10 TO 4. THE DECREASE CAUSES THE HEADWAY TO INCREASE BY HOW MANY MINUTES?

- A-6
- B-9
- C-10
- D-15

13-A BUS ROUTE IS 10 MILES LONG IN EACH DIRECTION AND HAS TWO HOURS ROUND TRIP TIME WHICH INCLUDES A 4 MINUTES RECOVERY TIME AT EACH END UNDER NORMAL CONDITIONS. THE AVERAGE BUS SPEED ON THIS ROUTE IS CLOSEST TO:

- A-9.7 MPH
- B-10.3 MPH
- C-10.7 MPH
- D-11.2 MPH

Refer only to the following pay schedule and "Pay Rules" to answer questions 14 through 17.

Name	Base pay/hr	Night (8pm-4am)-Weekend Differential/hr	Total Base Pay/ year
Nathaniel	\$33.70	\$1.50	\$70,770
Nina	\$32.50	\$1.50	\$68,250
Daniel	\$31.90	\$1.50	\$66,990
Diana	\$30.70	\$1.50	\$64,260

Pay Rules

- Overtime consists of 1.5x an employee's hourly base pay, and is paid out for time exceeding 40 hours in a week beginning Saturday and ending Friday.
- When determining overtime pay, night or weekend differential is added to base pay before calculating overtime pay.
- Night differential is paid in addition to an employee's base hourly pay and is approved for hours worked between 8pm and 4am Monday-Friday.
- Weekend differential is paid for hours worked from 4am Saturday through 4am Monday.
- For every shift of 7 hours or longer, 30 minutes is unpaid for purposes of meal break.

Note: Any fractions of a cent are rounded down to the nearest cent.

14. Daniel works 1600 - 2330 hours on Saturday and Sunday and 2000-0400 hours beginning on Wednesday, Thursday & Friday and ending the next morning. What is his total pay for the week?

- A) \$1,196.40 B) \$1,202.40
C) \$1,219.10 D) \$1,279.90

15. Regulations state that an employee's total overtime pay is not allowed to exceed 10% of his/her yearly base pay. What is the maximum number of overtime hours that Nina is allowed to work per year?

- A) 138 hours B) 140 hours C) 158 hours D) 160 hours

16. Nathaniel is paid for 113 hours of overtime in a year, what will his total annual compensation be?

- A) \$73,063.40 B) \$74,578.10
C) \$76,482.15 D) \$76,736.40

17. Diana works overtime from 2000 hours Thursday to 0400 hours Friday. What is her pay for this shift?

- A) \$345.38 B) \$368.40
C) \$362.25 D) \$386.40

18. Sixty buses depart Cancun Terminal on a consistent headway from 1700 hours to 2000 hours. Before 1700 hours, fifteen buses per-hour departed the terminal. What is the difference in headway before and after 1700 hours?

- A) 1 minute B) 2 minutes C) 3 minutes D) 4 minutes

19-A Bus Operator on the extra list is scheduled to report to his crew office at 0500. He is assigned a run that starts at 0545, swings from 0921 to 1222 and clears at 1530. How many hours should the Bus Operator be paid for this day?

- A) 8 hours 47 minutes
B) 9 hours 23 minutes
C) 9 hours 3 minutes
D) 9 hours 58 minutes

20. An express bus route from Queens to Brooklyn operates from 6 AM to 10 AM every week day with a running time of 73 minutes. After arriving at the destination in Brooklyn, all buses on this route travel "not in service" back to the Queens terminal and have a running time of 53 minutes to complete the trip. With a 12 minutes recovery time at the Queens terminal, how many buses would be needed to maintain a 6 minute headway?

A) 20

B) 23

C) 30

D) 32

21. The Grand Street bus route is scheduled to have headways of 9 minutes for each bus leaving the terminal. The running time is 40 minutes in each direction and there is a 5-minute recovery time at each end. How many buses are needed to operate the route on a 9-minute headway?

A) 8

B) 9

C) 10

D) 11

22. A bus maintains an average speed of 6 1/2 mph. The running time is 1 hour 12 minutes. What is the length of this bus route?

A) 6.72 miles
miles

B) 7.80 miles

C) 8.06 miles

D) 9.10

23. On Thursday in Division X, Depot A had 150 pullouts of a scheduled 150; Depot B had 190 pullouts of a scheduled 210 and Depot C had 173 pullouts of a scheduled 175. To the nearest whole percent, what percent of buses scheduled for service in Division X actually went into service?

A) 100%

B) 97%

C) 96%

D) 95%

24. You are working at a terminal as a Dispatcher. A number of the Bus Operators under your supervision are out of service with a stomach virus. You are forced to decrease the number of buses leaving the terminal from 6 per hour to 4 per hour. This decrease causes the headway to increase by

A) 3 minutes. B) 4 minutes. C) 5 minutes. D) 6 minutes

25. A Bus Operator works her regular day off (RDO) on a run that reports at 8:50 am, swings from 12:48 pm to 3:06 pm and clears at 7:38 pm. What pay hours does the Bus Operator receive from working on her RDO?

- A) 14:45 B) 14:29 C) 14:05 D) 13:54

26-ON A BUS ROUTE, THE NUMBER OF BUSES LEAVING THE TERMINAL EACH HOUR IS DECREASED FROM 10 TO 4. THIS DECREASE CAUSES THE HEADWAY TO INCREASE BY HOW MANY MINUTES?

- A-6
B-9
C-10
D-15

27-EXCEPT IN EMERGENCIES, A BUS OPERATOR MUST BE OF DUTY FOR HOW MANY CONTINUOUS MINUTES BEFORE BEGINNING HIS/HER NEXT DAY'S ASSIGNMENT?

- A-360
B-480
C-600
D-720

28-AN 'EXTRA LIST' BUS OPERATOR WAS ASSIGNED TO RUN 3 ON ROUTE X THAT REPORTED AT 10 AM AND CLEARED AT 7 PM. THIS BUS OPERATOR THEM WORKED ON X4 ON ROUTE XX REPORTING AT 7:15 PM AND CLEARED 2 HOURS 40 MINUTES LATER. WHAT IS THE EARLIEST TIME THIS BUS OPERATOR CAN REPORT FOR THE NEXT DAY'S WORK?

- A-5:35 AM
B-5:45 AM
C-5:55 AM
D-6:05 AM

29-A BUS ROUTE IS 11 MILES LONG IN BOTH DIRECTIONS FROM TERMINAL TO TERMINAL. IF A BUS ON THIS ROUTE MAINTAINS AN AVEAGE SPEED OF 5.5 MPH IN BOTH DIRECTIONS, THE ROUND TRIP RUNNING TIME IS

- A-3 HOURS AND 25 MINUTES
B-3 HOURS AND 40 MINUTES
C-4 HOURS
D-4 HOURS AND 15 MINUTES

30-A RUN REPORTS AT 9:02 AM, SWINGS FROM 1:21 PM TO 2:10 PM, IS DUE TO PULL IN AT 6:20 PM AND CLEAR AT 6:25 PM. DUE TO A FAMILY EMERGENCY, THE BUS OPERATOR PULLED INTO THE DEPOT AT 5:46 PM AND CLEARED AT 5:51 PM. WHAT IS THE ADJUSTED PAY FOR THIS RUN?

- A-8 HOURS AND 10 MINUTES**
- B-8 HOURS AND 20 MINUTES**
- C-8 HOURS AND 40 MINUTES**
- D-8 HOURS AND 49 MINUTES**

31-A BUS OPERATOR WORKS A RUN THAT REPORTS ON MONDAYS THROUGH FRIDAYS, AT 7:08 AM AND SWINGS FROM 9:51 AM TO 10:44 AM AND CLEARS AT 4:11 PM. ON MONDAY, THIS SAME BUS OPERATOR HAS ALSO PICKED A DRILLING X THAT REPORTS AT 4:30 PM AND CLEARS AT 7:10 PM. ON MONDAY, WHEN BOTH TRICKED ARE WORKED, WHAT ARE THE TOTAL PAY HOURS FOR THE DAY?

- A-13 HOURS AND 8 MINUTES**
- B-13 HOURS AND 7 MINUTES**
- C-13 HOURS AND 37 MINUTES**
- D-13 HOURS AND 27 MINUTES**

32-A RUN REPORTS AT 3:07 PM, SWINGS FROM 4:38 PM TO 5:27 PM AND IS DUE TO CLEAR AT 10:44 PM. THE OPERATOR IS LATE PULLING INTO THE DEPOT BECAUSE OF TRAFFIC AND ARRIVES AT 11:04 PM. WITH AN ADDITIONAL 5 MINUTESS CLEAR TIME ADDED AFTER PULL IN, WHAT IS THE PAY FOR THIS RUN?

- A-8 HOURS AND 2 MINUTES**
- B-8 HOURS AND 6 MINUTES**
- C-8 HOURS AND 10 MINUTES**
- D-8 HOURS AND 14 MINUTES**

33-A BUS OPERATOR REPORTS AT 6:41 AM AND STARTS IN REVENUE SERVICE AT 7:09 AM. THE SWING FOR THIS RUN IS 10:37 AM TO 11:23 AM, THE OPERATOR PULLS INTO THE DEPOT AT 3:27 PM. WHAT ARE THE TOTAL PAY HOURS FOR THIS RUN?

- A-8 HOURS AND 46 MINUTES**
- B-8 HOURS AND 50 MINUTES**
- C-8 HOURS AND 54 MINUTES**
- D-8 HOURS AND 58 MINUTES**

34-RTO HAS CALLED THE BUS COMMAND CENTER TO REQUEST BUSES TO EVACUATE A SUBWAY TRAIN THAT HAS BROKEN DOWN. IT IS A 10 CAR TRAIN WITH APPROXIMATELY 98 CUSTOMERS IN EACH CAR. HOW MANY ARTICULATED BUSES, ON WHICH YOU PLAN TO BOARD 70 CUSTOMERS ON EACH BUS, WILL BE NEEDED TO EVACUATE THIS TRAIN?

- A-12
- B-13
- C-14
- D-15

35-AN EXPRESS BUS ROUTE FROM THE BRONX TO MANHATTAN OPERATES FROM 7 AM TO 9 AM EVERY WEEK DAY WITH A RUNNING TIME OF 62 MINUTES. AFTER ARRIVING AT THE DESTINATION IN MANHATTAN, ALL BUSES ON THIS ROUTE TRAVEL NOT IN SERVICE BACK TO THE BRONX TERMINAL AND HAVE A RUNNING TIME OF 42 MINUTES TO COMPLETE THE TRIP. WITH 16 MINUTES OF RECOVERY TIME AT THE BRONX TERMINAL. HOW MANY BUSES WOULD BE NEEDED TO MAINTAIN A 10 MINUTE HEADWAY?

- A-10
- B-12
- C-14
- D-16

36-ROUTE X 1000 TRAVELS NORTH AND SOUTH ON AVENUE C. THE RUNNING TIME IN EACH DIRECTION IS 45 MINUTES, AND THE LAYOVER TIME IS 7 MINUTES AT EACH TERMINAL. WITH 9 BUSES TRAVELING IN ONE DIRECTION EACH HOUR, HOW MANY MINUTES HEADWAY IS BETWEEN THE BUSES.

- A-6
- B-5
- C-7
- D-9

37-ROUTE X711 HAS A RUNNING TIME OF 72 MINUTES IN EACH DIRECTION WITH A 3 MINUTES LAYOVER AT EACH TERMINAL. THERE IS A 3 MINUTES HEADWAY IN EACH DIRECTION FROM 4 PM TO 7 PM. AFTER 7 PM THE TOTAL NUMBER OF BUSES ON THIS ROUTE DECREASES FROM 50 BUSES TO 25 BUSES. WITH NO CHANGE IN THE RUNNING TIME, WHAT IS THE CHANGE IN HEADWAY?

- A-1 MINUTE
- B-2 MINUTES
- C-3 MINUTES
- D-4 MINUTES

38-DEPOT Y HAS CROSS TOWN ROUTES THAT HAVE 26 WEEKDAY RUNS FOR AVENUE A, 34 FOR AVE B, 22 FOR AVENUE C AND 8 FOR AVENUE D. DUE TO A SNOW STORM THERE WAS A MANPOWER SHORTAGE AND ALL OF THE ROUTES IN DEPOT Y WERE REDUCED BY 6 RUNS WITH THE EXCEPTION OF THE AVENUE D ROUTE. WHAT IS THE TOTAL PERCENTAGE OF RUNS OPERATING IN SERVICE FOR THIS DAY?

- A-75%
- B-80%
- C-85%
- D-90%

39-A BUS OPERATOR, WHO HAS A STUDENT OPERATOR WITH HIM ON THE FIRST HALF OF HIS RUN, PULLS OUT OF THE DEPOT ON A WEDNESDAY AT 11:02 AM, SWINGS FROM 3:06 PM TO 3:48 PM, AND PULLS BACK INTO THE DEPOT AT 7:02 PM. RPT-10 MINUTES CLEARING 10 MINUTES. INCLUDING ALL ALLOWANCES, THE PAY FOR THIS RUN ON THIS DAY, IN HOURS AND MINUTES, IS

- A-9:30
- B-10:00
- C-10:20
- D-10:30

40-A BUS OPERATOR REGULARLY REPORTS TO WORK AT 13:05, HE SWINGS FROM 16:25 TO 17:20 AND CLEARS AT 21:00. ON ONE OF THE DAYS, AS A RESULT OF A TRAFFIC DELAY, HE BEGINS HIS SWING AT 17:03. WHAT IS HIS PAID TIME FOR THE DAY?

- A-8:00
- B-8:27
- C-8:30
- D-8:49

41-A BUS OPERATOR HAS A RUN THAT REPORTS AT 06:43, SWINGS FROM 11:05 TO 14:49 AND CLEARS AT 19:36. THE PAID TIME FOR THE RUN SHOULD BE

- A-11:36**
- B-12:31**
- C-12:32**
- D-12:33**

42-A BUS OPERATOR WORKS HER REGULAR DAY OFF ON A RUN THAT REPORTS AT 07:05, SWINGS FROM 11:40 TO 12:30 AND CLEARS AT 15:51. HOW MUCH PAY TIME IN HOURS AND MINUTES SHOULD THE BUS OPERATOR RECEIVE FOR WORKING THIS RDO?

- A-12:46**
- B-13:07**
- C-13:09**
- D-13:11**

43-BUS OPERATOR JORGE L RODRIGUEZ HAS A REGULAR WEEKDAY RUN OF 8:30 PAY HOURS FROM 06:30 TO 15:00. ONE DAY HE WORKS ADDITIONAL COMPLETE RUN AS A DOUBLE UP. THE ADDITIONAL RUN REPORTS AT 15:37 AND CLEARS AT 23:17. RODRIGUEZ TOTAL PAY HOURS, EXCLUSIVE OF NIGHT DIFFERENTIAL, FOR HIS ENTIRE WORK DAY SHOULD BE

- A-20:30**
- B-20:56**
- C-21:07**
- D-21:26**

44-BUS OPERATOR JORGE L RODRIGUEZ WORKS A MONDAY TO FRIDAY RUN THAT REPORTS AT 13:18 SWINGS FROM 17:43 TO 18:42 AND CLEARS AT 22:53. HIS RDO'S ARE SUNDAY AND SATURDAY. ON A SATURDAY OF ONE WEEK HE VOLUNTEERS FOR HIS FIRST SHIFTER/DRILLER QUALIFICATION CLASS. HIS PAID TIME FOR THIS DAY SHOULD BE

- A-9:53**
- B-12:00**
- C-13:53**
- D-14:23**

**RETIRED SLD RODRIGUEZ
PAY PROBLEMS-2017
QUESTIONS-45 THRU 50
ALL RUNS REPORT-10 MIN AND CLR 10 MIN**

45-BUS OPERATOR RODRIGUEZ REPORT AT 12.17 AM, SWINGS FROM 5.25 AM TO 6.17 AM, CLEARS AT 8.24 AM. PAY FOR THIS

- A-8.00 AND 5.43 ND**
- B-8.05 AND NO ND**
- C-8.07 AND 5.42 ND**
- D-8.11 AND 8.00 ND**

46-BUS OPERATOR RODRIGUEZ WORKS AM X-DT WHICH REPORTS AT 6.34 AM, AND CLEARS AT 8.43 AM. HIS REGULAR RUN REPORTS AT 8.55 AM AND PAYS 8.00. WHAT IS THE PAY FOR RODRIGUEZ ON THIS DAY?

- A-11.31**
- B-12.00**
- C-12.18**
- D-10.09**

47-BUS OPERATOR RODRIGUEZ HAS A RUN WHICH PAYS 8.00 CLEARS AT 7.44 PM. AND THE RUN HAS 30 MINUTES MEAL PLUS A 12 MINUTES BOOST. HE PULLS IN LATE, DUE TO TRAFFIC AND RECEIVES A LATE PULL IN SLIP FROM THE YARD DISPATCHER INDICATING 8.16 PM.

WHAT WOULD HIS PAY BE:

- A-8.00**
- B-8.45**
- C-8.20**
- D-8.30**

**48-APPLY QUESTION 47, HE PULLS IN LATE DUE TO NO RELIEF.
ORDERED TO COMPLETE THE TRIP WHAT WOULD THIS SAME RUN PAY:**

- A-9.03**
- B-8.45**
- C-8.42**
- D-8.32**

**49-APPLYING QUESTION 45 BUS OPERATOR RODRIGUEZ IS LATE 10 MINUTES, HE WORKS THE BALANCE OF THE RUN
WHAT WOULD RODRIGUEZ GET PAY?**

- A-8.00**
- B-8.07**
- C-8.11**
- D-7.57**

50-APPLYING QUESTION 47 HE GET A PULL-IN SLIP FOR RAMP TIME

- A-800**
- B-845**
- C-820**
- D-830**

QUESTION-01

CASIO TIME CALCULATOR FROM STAPLES

9 HRS +22 MIN X 10=93.66

HIT THE CASIO HMS BUTTON AGAIN WILL GIVE YOU 93.4

93.4 X 25.45=2383.8166

ANS-2383.82

USING THE TIME MASTER II

9 HRS +22 MIN X10=9340.

9340X25.45=2383.8167

ANS-2383.82

USING THE TIME MASTER II

9 HRS + 22 MIN X 10=9340.00

9340.00X 25.45 HIT THE RATE BUTTON

ANS-2383.82

9.22			
46.50	1ST WEEK		25.45=1 HOUR
46.50	2ND WEEK		21.21=50 MIN
93.40	TOTAL		16.97=40 MIN
			12.73=30 MIN
25.45			8.48=20 MIN
X.93			4.24=10 MIN
76.35			
2290.5			
2366.85			
16.97	40 MIN		
2383.82			

QUESTION-02

QUESTION-03**CASIO TIME CALCULATOR FROM STAPLES****11 HRS + 22 MIN X25.45 =289.28****USING THE TIME MASTER II****11 HRS + 22 MIN X 25.45 HIT THE RATE BUTTON=289.28**

25.45			
X10			
254.50	10 HOURS	25.45=60 MIN	
25.45	1 HOUR	20.36=48 MIN	
279.95	TOTAL	15.27=36 MIN	
10.18	22 MIN	10.18=24 MIN	
290.13	CLOSEST	5.09=12 MIN	
		25.45/5=5.09	

QUESTION-04

RUN	RULES	PAY
14.56 CLR		1.00 PD SWG
4.28 RPT		9.16 WT
10.28 SPREAD	NO 11 HRS RULE	.38 8 HRS RULE
		10.54 TOTAL PAY
10.57-END-SWG		
9.45-BEG-SWG		
1.12-SWG-PAY-1.00		
10.28-SPREAD		
1.12-WHOLE SWG		
9.16-WT	8 HRS RULE	

QUESTION-05

FORMULA

RUNNING TIME + LAYOVER TIME DIVIDED BY BUSES=HEADWAY

SHORT VERSION-RT +LO-DIV BY BUSES=HDWY

THIS FORMULA RT MUST BE IN MINUTES AND IS ROUND TRIP

91

91

6

4

192 TOTAL MINUTES

32 DIV BY 192=6

OR

32

32

32

96-3

96-3

ANSWERS-6

QUESTIONS-06 AND 07

06-B-40 + 40 +10=90 90 DIV BY 10=9

ANS-9

07-B-60 DIV BY 5=12 60 DIV BY 6=10

ANS-2

**08- 1515 TAKE AWAY 645=830
1455 TAKE AWAY 645=810**

09	SEE OUTLINE	54X15=810/22=36.8-ANSWER-37 MPH
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OR

**54
X15
270
54
810**

22/810

**66
150
132
1.80 ANSWER-36.8**

**22
22
22
22
22
22
22
22
176**

10	SEE OUTLINE	22X60=1320/64=20.6-ANSWER-21 MPH
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OR

22
X60
1320
62/1320
128
400
ANS-20.6

64
64
128
64
192
64
256
64
320
64
384

11	SEE OUTLINE	51X16=816/60=13.6-ANSWER-14
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51

X16

306

51

816

60/816

60

216

180

360

ANS-13.6=14

60

120

180

240

300

360

12	SEE OUTLINE	10/60=6 4/60=15-ANSWER-9
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QUESTION-13

$$10 \times 60 = 600 / 56 = 10.7$$

$$56/600$$

56

400

ANS-10.7

56

56

56

56

56

56

56

392

QUESTION-14

DANIEL-31.90	ANSWER-\$1219.10
31.90 BASE PAY HR	
1.50-NITE DIFF	31.90
33.40	1.50
	33.40
TIME MASTER	
36.00- HRS-HIT HR	33.40
.30-MINUTES-HIT MIN	X36-HRS
36.30 X 33.40=1219.10 –RATE BUTTON	201.40
	1002.00
CASIO	1203.40
36.00- HOURS-HIT THE H/M/S	
.30-MINUTES-H/MS	16.70-30-MINUTES
36.30 X 33.40=1219.10	1220.10-CLOSEST
HIT THE RATE BUTTON	

SAT	SUN	WED	THUR	FRI
23.30	SAME AS SAT	16.00	SAME AS WED	SAME AS WED
16.00		8.00		
7.30		8.00		
-30		-30		
7.00-PAY	PAY-700	7.30	7.30	7.30
IT ALL NITE				

TOTAL HOURS ARE-36.30

QUESTION-15

	ANSWER-140
68250X10%=6825	
32.50 X 1.5=48.75-OVERTIME RULE	
48.75 X 138=6728-USING ANS-A	32.50
48.75 X 140=6825-USING ANS-B	X1.5
	16250
48.75 X 158=7702.50-USING ANS-C	32500
	4875.0
48.75 X 160=7800-USING ANS-D	48.75/6825.00
TIME MASTER	4875.00=1
68250.00 X 10 =HIT THE PERCENT BUTTON	1950.00=4
6825 THEN DIV IT BY 48.75=140	ANS-140
CASIO	
68250.00 X 10 HIT THE PERCENT BUTTON=6825 DIV BY 48.75=140	
	48.75
	48.75
	48.75
	48.75
	1950.0

QUESTION-16

QUESTION-17

	ANSWER-362.25
1600	
800	
800	
30-MEAL-PAY RULE	
730-PAY	
	30.70
30.70	+1.50
+ 1.50	32.20
32.20 NITE DIFF RULE	
32.20 X 1.5=48.30-OVERTIME RULE	32.20
	X1.5
TIME MASTER	16100
7 HRS + 30 MIN X 4830=362.25	3220
	4830.0
CASIO-SAME AS ABOVE	
	48.30
	241.50=5 HRS
	48.30=6 HR
	48.30=7
	338.10
	24.15=30 MIN
	362.25

QUESTION-18

	ANSWER-1
60 DIV BY 180=3	
15 DIV BY 60=4	
DIFF-1	
FORMULA BASED ON HOURS	
60 MIN OR 120 MIN OR 180 MIN	

QUESTION-19	ANSWER-923
0545 TO 500=45-RESERVE OR HOOK-UP TIME	
	PAY
1530-CLR	131-SWG
0545-REP	644-WT
945-SPD	815-PAY
	45-RES
1222-END-SWG	23-1/2-RES
921-BEG-SWG	923-TOTAL PAY
301-SWG	
945-SPD	
301-SWG	
644-WT	

QUESTION-20

QUESTION-21

QUESTION-22

	ANSWER-7.80
72 X 6.5 DIV BY 60=7.80	
	72
CASIO	X6.5
72X6.5/60=7.80	36.0
OR	432.0
72X6.5=468/60=7.80	468.0
	420=7 MILES
	480=.80
	60
	120
	180
	240
	300
	360
	420-7 MILES
	480-.80

QUESTION	ANSWER
23	96%
DIV-X	
	150-A
DEPOT-A	190-B
150 PO S-150	173-C
	513-PO
DEPOT-B	
190 PO S-210	150-A
	210-B
DEPOT-C	175-C
173 PO S-175	535-TOTAL-SCHEDULE
USING THE ANSWERS	
535 X 100% = 535	
535 X 97% = 518	513/535 = 95.8 = 96%
535 X 96% = 513	
535 X 95% = 508	
	535
	X96
	3210
	4815
	513.60

QUESTION-24

	ANSWER-5
BASED ON 60 MINUTES	
60/6=10	
60/4=15	
DIFF-5	

QUESTION-25

26	B		10\60=6 4\60=9-ANS-9
27	B		60X8=480

28	C		$715 + 240 = 955 - 800 = 1755 = 0555$
29	C		$11 \times 60 = 660 / 5.5 = 120 \text{ MINUTES}$ $+ 120 = 240 = 4 \text{ HOURS}$ 660 5.5 110 $110 = 120 + 120 = 4 \text{ HRS}$
30	D		1751-CLR
			902-RPT
			849-SPD
			210-END SWG
			121-BEG SWG
			49-SWG
			849-SPD
			49-SWG
			800-WT PAY-849

QUESTION-31	PAY
1611-CLR	
708-RPT	53-SWG
903-SPD	810-WT
	5-1/2-WT
1044-END SWG	908-PAY
951-BEG SWG	429-EXTRA
53-SWG	1337-PAY
903-SPD	
53-SWG	
810-WT	
1630-RPT	
1611-CLR	
19-RES	
710-CLR	
430-REP	
240-WT	
19-RES	
259-WT	
130-1/2	
429-PAY	

QUESTION-32	PAY
1044-CLR	
307-RPT	49-SWG
737-SPD	648-WT
	737-PAY
527-END SWG	23-BST
438-BEG SWG	800-PAY
49-SWG	
737-SPD	NEW PAY
49-SWG	49-SWG
648-WT	713-WT
	802-PAY
1109-NEW CLR	
1044-OLD CLR	
25-LATE THE CLEARING TIME IS INCLUDED	

QUE-33				PAY	
	1532	CLR			
	641	RPT		46	SWG
	851	SPD		805	WT
				3	1/2-WT
	1123	END-SWG		854	PAY
	1037	BEG-SWG			
	46	SWG			
	851	SPD			
	46	SWG			
		805	WT		

34	C	$98 \times 10 = 980 / 70 = 14$	
35	B	$62 + 42 + 16 = 120 / 10 = 12$	
36	A	$45+45+14=104/18=5.7=6$	
37	C	$72+72+6=150/50=3$	$25/150=6$
38	B	$90 \times 75\% = 67.5$	
		$90 \times 80\% = 72$	ANOTHER WAY- $72/90 = 0.8 = 80\%$
		$90 \times 85\% = 76.5$	
		$90 \times 90\% = 81.$	

QUESTION-45				
824			PAY	
1217				
807	SPREAD		52	
			715	
617				807
525				
52	SWG			
807				
52				
715	STANDARD			
1759				
1217				
542	ND			
USE CAN ANSWER THIS QUESTION BY FINDING ND BECAUSE THERE IS ONE ND THAT IS CORRECT				

QUESTION-47			
		PAY	
800	BST	718	WT
12	SPREAD	748	TOTAL
748		12	BST
	SWG	800	TOTAL
30	WT		
718			
	NEW		
826	OLD		
744	DIFF		
42		NEW	PAY
			30
718		800	
42	WT	830	
800			
BUILD THE WORKTIME FOR THE 8 HOURS RULE			
QUESTION-48			
	826	PA	
	744	800	
	42 OT	103	
	21 1/2 TIME	903	
	103		
YOU CANNOT PANALIZE IS BOOST			
HE WAS ORDERED TO COMPLETE THE TRIP			
ORDERED IS THE SAME AS EXTRA SERVICE			

