| Service Changes Effective Sunday, February 18, 2018 | | | | | | | | | | | | | | | | | | | |
|--|---|----------|-----------|------------|---------------|------------|------------|-----------|-------------|-------------|-----------------|-------------|--------------|-----------|-----------|------------|-----------------|------------|--|
| Route | Period / Service | 1 | - | M-F | | 1 | | | · | Saturda | y | | | | 1 | Sunday | l | | |
| | · | Hea | dway | R. | Г.Т. | Vel | nicles | Head | dway | R.1 | г.т. | Vel | nicles | Hea | dway | R.T | .т. | Veh | |
| | | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New Old | New | |
| Where running times are show | vn as "A+B", the first part is the scheduled driv | ing time | and the | econd pa | rt is the s | cheduled | recovery | /" time (| layover) | usually pro | ovided to i | round out | the trip tir | me as a r | multiple | of the hea | adway. | | |
| ehicle Types: C: CLRV A: ALR | V F: Flexity B: Bus AB: Artic Bus | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | Stree | tcar Shor | tage & F | eallocatio | n | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 501 Queen | 501 Queen service is restructured in anticipa | | | - | | • | | - | 18. | | | | | | | | | | |
| | 501 Queen streetcars and 501L Queen/Long | - | | | | | | | | | | | | | | | | | |
| | After the loop opens, 501 Queen cars will ru | - | | | | | th Kingswa | ay. 501L | Queen/l | ong Branc | h buses w | ill loop at | Winderme | ere & Th | e Queens | sway. | | | |
| | The 501M Marine Parade shuttle and all 503 | | ous tripp | ers are di | scontinue | d. | | | | | | | | | | | | | |
| | 501L buses will operate from Queensway G | arage. | | | | | | | | | , | | | | | | | | |
| | | 1 | | | | | | | | | | | | | | | | | |
| | AM Peak / Sat-Sun Early Morning | - | | | | | | | | | | | | L | | | | | |
| | 501 Neville-Roncesvalles | 5' | | 129+6' | | 27A | | 7'30" | | 98+7' | | 14A | | 8' | | 100+12' | 14A | | |
| | 501L Dufferin Loop-Long Branch | 5'15" | | 105+5' | | 21B | | 7' | | 79+5' | | 12B | | 7' | | 79+5' | 12B | | |
| | 501M Marine Parade Shuttle | 15' | | 30' | - | 2B | | 20' | | 20' | | 1B | | 20' | | 20' | 1B | | |
| | 501 Woodbine Loop to Sunnyside Loop | | | | | 7B | | | | | | | | | | | | | |
| | 501 Neville-Humber | - | 4'15" | | 142+6' 65' | | 10A+25C | | 6' 8'30" | | 112+8' 49+2' | | 10A+10C | | 8' 10' | | 112+8' 48+2' | 10A+5C | |
| | 501L Windermere-Long Branch | - | 6'30" | | 65 | | 10B | | 8.30 | | 49+2 | | 6B | | 10 | | 48+2 | 5B | |
| | M-F Midday / Sat-Sun Late Morning | 5'20" | | 141+3' | | 27A | | 6'30" | | 133+10' | | 22A | | 8' | | 125+11' | 17A | | |
| | 501 Neville-Roncesvalles 501L Dufferin Loop-Long Branch | 6' | | 102+6' | | 27A 18B | | 6' | | 99+3' | | 17B | | 6' | | 93+3' | 17A 16B | | |
| | 501M Marine Parade Shuttle | 24' | | 24' | | 18B | | 24' | | 24' | | 17B 1B | | 20' | | 20' | 16B | | |
| | 501 Neville-Humber | 24 | 4'45" | 24 | 158+8' | ID | 10A+25C | | 5' | 24 | 148+7' | 10 | 10A+21C | 20 | 6'30" | 20 | 138+5 | 10A+12C | |
| | 501 Windermere-Long Branch | | 7'30" | | 60' | | 8B | | 7'30" | | 59+1' | | 8B | | 7'30" | | 57+3' | 9 B | |
| | PM Peak / Sat-Sun Afternoon | | 7 30 | | - 00 | | OD | | 7 30 | | 3311 | | OD | | 7 30 | | 3713 | 36 | |
| | 501 Neville-Roncesvalles | 5'10" | | 152+9' | | 31A | | 5'30" | | 156+9' | | 30A | | 5'30" | | 150+10' | 29A | | |
| | 501L Dufferin Loop-Long Branch | 5'30" | | 109+7' | | 21B | | 5'30" | | 111+5' | | 21B | | 5'30" | | 104+6 | 20B | | |
| | 501M Marine Parade Shuttle | 15' | | 30' | | 2B | | 24' | | 24' | | 1B | | 20' | | 20' | 1B | | |
| | 501 Woodbine Loop to Sunnyside Loop | 1 20 | | 50 | | 2B | | | | | | -10 | | | | | 15 | | |
| | 501 Neville-Humber | 1 | 4'50" | | 164+5' | | 10A+25C | | 4'15" | | 172+6' | | 10A+32C | | 4'15" | | 164+6' | 10A+30C | |
| | 501L Windermere-Long Branch | | 6'30" | | 70+1' | | 11B | | 6'30" | | 67+4' | | 11B | | 6'30" | | 64+1' | 10B | |
| | Early Evening | | | | | | | | | | | | | | | | | | |
| | 501 Neville-Roncesvalles | 5'30" | | 128+10' | | 25A | | 7' | | 137+10' | | 21A | | 9' | | 119+7' | 14A | | |
| | 501L Dufferin Loop-Long Branch | 6' | | 93+3' | | 16B | | 6'30" | | 96+8' | | 16B | | 6'30" | | 89+2' | 14B | | |
| | 501M Marine Parade Shuttle | 24' | | 24' | | 1B | | 24' | | 24' | | 1B | | 20' | | 20' | 1B | | |
| | 501 Neville-Humber | | 7' | | 140+4' | | 10A+22C | | 5'30" | | 152+2' | | 10A+18C | | 7'30" | | 134+8' | 10A+3C | |
| | 501L Windermere-Long Branch | | 7'30" | | 58+2' | | 8B | | 7'30" | | 56+4' | | 8B | | 10' | | 48+2' | 5B | |
| | Late Evening | | | | | | | | | | | | | | | | | | |
| | 501 Neville-Roncesvalles | 9' | | 112+5' | | 13A | | 10' | | 106+14' | | 12A | | 10' | | 102+8' | 11A | | |
| | 501L Dufferin Loop-Long Branch | 7'30" | | 82+8' | | 12B | | 7'30" | | 89+9' | | 13B | | 7'30" | | 79+4' | 11B | | |
| | 501M Marine Parade Shuttle | 20' | | 20' | | 1B | | 20' | | 20' | | 1B | | 20' | | 20' | 1B | | |
| | 501 Neville-Humber | | 7' | | 124+9' | | 10A+9C | | 8' | | 115+5' | | 10A+5C | | 9' | | 112+5' | 10A+3C | |
| | 501L Windermere-Long Branch | | 9' | | 52+2' | | 6B | | 9' | | 53+1' | | 9B | | 10' | | 48+2' | 5B | |

| Service Changes Effective | | | | | | | | | | | | | | | | | | | |
|---------------------------|--|-----------|-----------|-----------|------------|---------|--------------|-----------|-----------|-------------|-------------|------------|----------|---------|-----------|------------|--------|-----|----------|
| Sunday, February 18, 2018 | | | | | | | | | | | | | | | | | | | |
| Route | Period / Service | | 1 | M-F | | | | | | Saturda | ıy | | | | | Sunday | | | |
| | · | Hea | dway | R. | г.т. | Vel | nicles | Hea | dway | R. | г.т. | Veh | icles | Hea | dway | R.T | т. | ٧ | eh |
| | | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New |
| 02 Downtowner & | Weekday peak and midday service on Kingst | on Road | will now | be provid | ded by the | 503 Kin | gston Roa | d route | operating | g with stre | etcars in p | lace of 50 | 2 Downto | wner op | erating v | vith buse: | 5. | | ' |
| 03 Kingston Road | 503 Kingston Road will be extended west via | King to | Spadina l | ooping vi | a Charlott | e Loop. | | | | | | | | | | | | | |
| | AM Peak | 1 | i i | ı | | | | | | | | | | 1 | | | | | |
| | 502 Downtowner Bingham to University | 12' | 12' | 104+4' | 104+4' | 9B | 9B | | | | | | | | | | | | |
| | 503 Kingston Road to York | 12' | 12 | 104+4 | 104+4 | 7B | 36 | | | | | | | | | | | | |
| | 503 Kingston Road to York 503 Kingston Road to Spadina | 12 | 12' | | 92+4' | /B | 8C | | | | | | | | | | | | |
| | | | 12 | | 92+4 | | 80 | | | | | | | | | | | | |
| | Midday | 10' | | 404.6 | | 11B | | | | | | | | | | | | | |
| | 502 Downtowner Bingham to University | 10 | | 104+6' | | 118 | | | | | | | | | | | | | |
| | 503 Kingston Road to Spadina | - | 9' | | 93+6' | | 11C | ļ | | | | | | | - | | | | |
| | PM Peak | 401 | 4.01 | | | 400 | 400 | | | | | | | | | | | | |
| | 502 Downtowner Bingham to University | 12' | 12' | 114+6' | 114+6' | 10B | 10B | | | | | | | | | | | | |
| | 503 Kingston Road to York | 12' | L | | | 7B | | | | | | | | | | | | | |
| | 503 Kingston Road to Spadina | | 12' | | 93+3' | | 8C | | | | | | | | | | | | |
| 04 King | Bus trippers scheduled on 504 King have act | | | | | | | | | | | | | | | | | | |
| | and Broadview westbound at 3:07 p.m., 3:20 AM Peak | p.m., 3. | .55 p.m., | 3.40 p.m | , 4.50 p.i | | J.III., J.10 | p.m., 3.2 | , p.m. | | | | | | | | | | |
| | CLRV trippers | | | | | 7C | | | | | | | | | | | | | |
| | ALRV trippers | | | | | | 4A | | | | | | | | | | | | |
| | ALRV Run As Directed | | | | | | 4A | | | | | | | | | | | | |
| | PM Peak | | | | | | | | | | | | | | | | | | |
| | CLRV trippers | | | | | 2C | | | | | | | | | | | | | |
| | ALRV trippers | | | | | 1A | 4A | | | | | | | | | | | | |
| | ALRV Run As Directed | | | | | 271 | 4A | | | | | | | | | | | | |
| | 71ETT TUTTO BITCELEU | | | | | | | | | | | | | | | | | | |
| 14 Cherry | Midday | 15' | 10' | 75' | 75+5' | 5F | 8F | | | | | | | | | | | | |
| | Early Evening | 15' | 10' | 74+1 | 75+5' | 5F | 8F | | | | | | | | | | | | |
| | 10:00 am to 7:00 pm | | | | | | | | | | | | | 15' | 11' | 75' | 75+2' | 5F | 7F |
| | | | | | | | | | | | | | | | | | | | |
| 05 Dundas | 505 Dundas will operate from Birchmount a | nd Wilson | n Garage | S | | | | | | | | | | | | | | | |
| | AM Peak / Sat-Sun Early Morning | | | | | | | | | | | | | | | | | | |
| | 505 Dundas W Stn to Broadview Stn | 5'50" | 3'45" | 102+3' | 101+1' | 18C | 27B | 10' | 10' | 92+8' | 92+8' | 10C | 10B | 10' | 10' | 82+8' | 82+8' | 9B | 9B |
| | M-F Midday / Sat-Sun Late Morning | | | | | | | | | | | | | | | | | | |
| | 505 Dundas W Stn to Broadview Stn | 6'15" | 4' | 109+4' | 108' | 18C | 27B | 7' | 5'15" | 104+8' | 104+1' | 16C | 20B | 7'30" | 6' | 98+7' | 98+4' | 14C | 17B |
| | PM Peak / Sat-Sun Afternoon | | | | | | | | | | | | | | | | | | |
| | 505 Dundas W Stn to Broadview Stn | 6'20" | 4' | 119+1' | 119+1' | 19C | 30B | 5' | 4'15" | 116+9' | 116+3' | 25C | 28B | 6' | 5'30" | 106+8' | 106+4' | 19C | 20B |
| | Early Evening | | | | | | | | | | | | | | | | | | |
| | 505 Dundas W Stn to Broadview Stn | 7'40" | 5'30" | 105+2' | 105+5' | 14C | 20B | 10' | 7'30" | 104+6' | 104+1' | 11C | 13B | 10' | 8'30" | 92+8' | 92+1' | 10C | 11B |
| | Late Evening | | | | | | | | | | | | | | | | | | |
| | 505 Dundas W Stn to Broadview Stn | 10' | 8' | 95+5' | 95+1' | 10C | 12B | 10' | 10' | 92+8' | 92+8' | 10C | 10B | 10' | 9' | 92+8' | 82+8' | 10C | 10B |
| | | | | | | | | | | 3270 | 92+0 | 100 | I TOD | 1 10 | 1 2 | | 0270 | 100 | |

| Service Changes Effective | | | | | | | | | | | | | | | | | | | |
|---------------------------|--|------------|-----------|-----------|--------|----------|-----------------|------------------|---------------|------------|------------|-----------|------------|----------|----------|----------------|--------|-----|------|
| Sunday, February 18, 2018 | | | | | | | | | | | | | | | | | | | |
| Route | Period / Service | | | M-F | | | | | | Saturda | , | | | | | Sunday | - | | |
| | | | dway | | Г.Т. | | icles | | dway | | Г.Т. | | icles | | dway | R.T | | | eh e |
| | | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New |
| 506 Carlton | 506/306 Carlton will operate from Birchmo | unt and N | lt. Denni | s Garages | 5 | | | | | | | | | | | | | | |
| | AM Peak / Sat-Sun Early Morning | | | | | | | | | | | | | | | | | | |
| | 506 Main Stn to High Park Loop | 4'20" | | 137+2' | | 32C | | 7'30" | | 100+5' | | 14C | | 10' | | 101+9' | | 11C | |
| | 506 Main Stn to Keele Stn via Parkside | | 3'20" | | 150' | | 45B | | 7'40" | | 114+1' | | 15B | | 10' | | 120' | | 12B |
| | M-F Midday / Sat-Sun Late Morning | | | | | | | | | | | | | | | | | | |
| | 506 Main Stn to High Park Loop | 5'30" | | 145+9' | | 28C | | 7'30" | | 130+5' | | 18C | | 10' | | 116+4' | | 12C | |
| | 506 Main Stn to Keele Stn via Parkside | | 4'30" | | 158+4' | | 36B | | 6'30" | | 142+1' | | 22B | | 7'40" | | 130+1' | | 17B |
| | PM Peak / Sat-Sun Afternoon | | | | | | | | | | | | | | | | | | |
| · | 506 Main Stn to High Park Loop | 5'30" | | 152+8' | | 29C | | 6'15" | | 147+9' | | 25C | | 8' | | 140+4' | | 18C | |
| | 506 Main Stn to Keele Stn via Parkside | | 4' | | 165+3' | | 42B | | 5'20" | | 158+2' | | 30B | | 6'30" | | 122+1' | | 22B |
| | Early Evening | | | | | | | | | | | | | | | | | | |
| | 506 Main Stn to High Park Loop | 7'30" | | 129+6' | | 18C | | 8'45" | | 138+2' | | 16C | | 10' | | 117+3' | | 12C | |
| | 506 Main Stn to Keele Stn via Parkside | | 5'45" | | 142+1' | | 25B | | 7'20" | | 146+1' | | 20B | | 10' | | 130' | | 13B |
| | Late Evening | | | | | | | | | | | | | | | | | | |
| | 506 Main Stn to High Park Loop | 8'30" | | 114+5' | | 14C | | 9'30" | | 114+10' | | 13C | | 10' | | 105+5' | | 11C | |
| | 506 Main Stn to Keele Stn via Parkside | | 7'15" | | 130+1' | | 18B | | 8' | | 128' | | 16B | | 10' | | 120' | | 12B |
| 306 Carlton Night | Overnight | | | | | | | | | | | | | | | | | | |
| | 306 Main Stn to Dundas W Stn | 30' | 30' | 90' | 90' | 3C | 3B | 30' | 30' | 90' | 90' | 3C | 3B | 30' | 30' | 90' | 90' | 3C | 3B |
| 511 Bathurst | AM Peak / Sat-Sun Early Morning | 3' | | | | 15B | | | | | | | | | | | | | |
| | 511 to Exhibition | 6' | 4'30" | 48+3' | 52+2' | | 12C | 6' | 6' | 42' | 42' | 7B | 7C | | 8' | | 40' | | 5C |
| | 511C to King | 6' | | 39' | | | | | | | | | | | | | | | |
| | M-F Midday / Sat-Sun Late Morning | 4' | | | | 11B | | | | | | | | | | | | | |
| | 511 to Exhibition | 8' | 5'15" | 50+2 | 52+1' | | 10C | 5'30" | 5'30" | 46+4' | 46+3' | 9B | 9C | 6' | 6' | 45+3' | 45+3' | 8B | 8C |
| | 511C to King | 8' | | 34+2' | | | | | | | | | | | | | | | |
| | PM Peak / Sat-Sun Afternoon | 3' | | | | 16B | | | | | | | | | | | | | |
| | 511 to Exhibition | 6' | 5'15" | 55+5' | 58+5' | | 12C | 4'10" | 4'20" | 46+4' | 46+6' | 12B | 12C | 4'30" | 5' | 45+5' | 45+5' | 11B | 10C |
| | 511C to King | 6' | | 36' | | | | | | | | | | | | | | | |
| | Early Evening | 5' | 6' | 47+3' | 52+2' | 10B | 9C | 4'45" | 6' | 44+4' | 43+5' | 10B | 8C | 6'45" | 8' | 40+1' | 40' | 6B | 5C |
| | Late Evening | 5' | 6' | 42+3' | 48' | 9B | 8C | 5' | 6' | 40+5' | 40+8 | 9B | 8C | 8' | 8' | 40' | 40' | 5B | 5C |
| Roncesvalles Carhouse | Roncesvalles Carhouse will be close during Leslie: 509 Harbourfront, 510/310 Spadina Russell: 501 Queen, 503 Kingston Road, 50 | , 514 Cher | ry | | | he yard. | l All cars w | l ill be trai | l nsferred | to Russell | and Leslie | Barns. Ro | utes are a | llocated | as below | <u> </u> v: | | | |

| Service Changes Effective | | | | | | | | | | | | | | | | | | | | |
|---------------------------|---|-----------|-----------|------------|----------|-----------|----------|----------|-------|---------|--------|-----|-------|-------|-------|--------|--------|-----|------|---|
| Sunday, February 18, 2018 | | | | | | | | | | | | | | | | | | | | |
| Route | Period / Service | | | M-F | | ! | | | | Saturda | зу | | | | , | Sunday | , | | | |
| | | Hea | dway | R. | г.т. | Veh | icles | Hea | dway | R. | T.T. | Veh | icles | Hea | dway | R.1 | т. | ٧ | eh e | |
| | | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | |
| | | | М | etrolinx (| rosstow | n & Finch | LRT Cons | truction | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 1 Yonge-University | Crew reliefs formerly scheduled at Eglinton | Station w | ill now b | e done at | Wilson S | tation. | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 36 Finch West | | | | | | | | | | | | | | | | | | | | |
| | AM Peak / Sat-Sun Early Morning | | | | | | | | | | | | | | | | | | | |
| | 36A Finch W Stn to Humberwood | 4'50" | 4'50" | 89+3' | 109+2' | 19AB | 23AB | | | | | | | | | | | | | |
| | 36D Finch W Stn to Milvan | 18' | 18' | 47+7 | 57+6' | 3AB | 3.5B | | | | | | | | | | | | | |
| | 36F Finch W Stn to Milvan via Fenmar | 18' | 18' | 50+4 | 60+3' | 3AB | 3.5B | | | | | | | | | | | | | |
| | Combined | 3'09" | 3'08" | | | | 30 | | | | | | | | | | | | | |
| | 36B Finch Stn to Finch W Stn | 6' | 6' | 45+3' | 45+3' | 8B | 8B | | | | | | | | | | | | | |
| | 36J Finch Stn to Humberwood via FW | | | | | | | 9'30" | 9'30" | 102+3' | 112+2' | 11B | 12B | 9'30" | 9'30" | 102+3' | 112+2' | 11B | 12B | |
| | Midday /Sat-Sun Late Morning | | | | | | | | | | | | | | | | | | | |
| | 36A to Humberwood | 5' | 5'30" | 88+2' | 108+2' | 18AB | 20AB | 6'15" | 6'15" | 78+3' | 98+2' | 13B | 16B | 6'30" | 6'30" | 68+4' | 88+3' | 11B | 14B | |
| | 36B Finch Stn to Finch W Stn | 7' | 7' | 46+3' | 46+3' | 7B | 7B | 7' | 7' | 46+3' | 46+3' | 7B | 7B | 8' | 8' | 38+2' | 38+2' | 5B | 5B | |
| | PM Peak / Sat-Sun Afternoon | | | | | | | | | | | | | | | | | | | |
| | 36A Finch W Stn to Humberwood | 6'15" | 6'15" | 97+3' | 115+1' | 16AB | 19AB | 4'30" | 4'30" | 78+3' | 98+1' | 18B | 22B | 5' | 5' | 68+2' | 88+2' | 14B | 18B | |
| | 36D Finch W Stn to Milvan | 27' | 26' | 48+6' | 58+7' | 2AB | 2.5B | | | | | | | | | | | | | |
| | 36F Finch W Stn to Milvan via Fenmar | 27' | 26' | 51+3' | 61+4' | 2AB | 2.5B | | | | | | | | | | | | | |
| | Combined | 4'16" | 4'13" | | | | 24 | | | | | | | | | | | | | |
| | 36B Finch Stn to Finch W Stn | 6'45" | 6'45" | 50+4' | 50+4' | 8B | 8B | 5'30" | 5'30" | 46+3' | 46+3' | 9B | 9B | 6' | 6' | 38+4' | 38+4' | 7B | 7B | |
| | Early Evening | | | | | | | | | | | | | | | | | | | |
| | 36A to Humberwood | 8' | 8' | 77+3' | 87+1' | 10AB | 11AB | | | | | | | | | | | | | |
| | 36B Finch Stn to Finch W Stn | 9' | 9' | 42+3' | 42+3' | 5B | 5B | | | | | | | | | | | | | |
| | 36J Finch Stn to Humberwood via FW | | | | | | | 8' | 8' | 99+5' | 109+3' | 13B | 14B | 7' | 7' | 94+4 | 104+1' | 14B | 15B | |
| | Late Evening | | | | | | | | | | | | | | | | | | | |
| | 36J Finch Stn to Humberwood via FW | 9'30" | 9'30" | 102+3 | 112+2 | 11B | 12AB | 9' | 9' | 94+5' | 104+4' | 11B | 12B | 10' | 10' | 94+6' | 104+6' | 10B | 11B | |
| | | | | | | | | | | | | | | | | | | | | - |
| 63 Ossington | | | | | | | | | | | | | | | | | | | | |
| | AM Peak | 4' | 3'40" | | | 19B | 20B | | | | | | | | | | | | | |
| | 63A to Eglinton W Stn | 12' | 11' | 85+7 | 85+3' | | | | | | | | | | | | | | | |
| | 63B to St. Clair | 4' | 3'40" | 63+5 | 63+3' | | | | | | | | | | | | | | | |
| | PM Peak | 4'45" | 4'30" | | | 17B | 18B | | | | | | | | | | | | | |
| | 63A to Eglinton W Stn | 9'30" | 9' | 89+1' | 89+1' | | | | | | | | | | | | | | | |
| | 63B to St. Clair | 9'30" | 9' | 67+4' | 67+5' | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |

| Service Changes Effective | | T | | | | | | | | | | | | | | | | | | |
|-------------------------------|--|-----------|---------------|-----------|-----------|------------|---------------|-----------|-------------|-------------|------------------|------------------|-------------|--------------|-----------|-----------|-----------|-----|-----|----------|
| Sunday, February 18, 2018 | | | | | | | | | | | | | | | | | | | | |
| Route | Period / Service | | ! | M-F | | | | | | Saturda | av . | | | | | Sunday | ! | ļ | | |
| | | Hea | dway | | T.T. | Vel | hicles | Hea | dway | | <u>,</u> Т.Т. | Vel | nicles | Hea | dway | R.T | | ١ | eh | |
| | | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | |
| 71 Runnymede | | • | | | • | | • | • | | | | | | • | • | | | | | |
| | AM Peak | 9'30" | 9' | | | 4B | 5B | | | | | | | | | | | | | |
| | 71A to St. Clair & Gunn's | 19' | 18' | 21+8' | 24+12' | | | | | | | | | | | | | | | |
| | 71B to Industry St | 19' | 18' | 43+5' | 49+5' | | | | | | | | | | | | | | | |
| | Midday | 11'30" | 11'30" | | | 3B | 3B | | | | | | | | | | | | | |
| | 71A to St. Clair & Gunn's | 23' | 23' | 19+4' | 20+3' | | | | | | | | | | | | | | | |
| | 71B to Industry St | 23' | 23' | 40+6' | 43+3' | | | | | | | | | | | | | | | |
| | PM Peak | 10' | 9'30" | | | 4B | 5B | | | | | | | | | | | | | |
| | 71A to St. Clair & Gunn's | 20' | 19' | 25+5' | 24+14' | | | | | | | | | | | | | | | |
| | 71B to Industry St | 20' | 19' | 48+2 | 55+2' | | | | | | | | | | | | | | | |
| | Early Evening | 11' | 11' | | | 3B | 3B | | | | | | | | | | | | | |
| | 71A to St. Clair & Gunn's | 22' | 22' | 19+3' | 19+3 | | | | | | | | | | | | | | | |
| | 71B to Industry St | 22' | 22' | 40+4' | 40+4 | | | | | | | | | | | | | | | |
| | Late Evening | 10' | 10' | | | 3B | 3B | | | | | | | | | | | | | |
| | 71A to St. Clair & Gunn's | 20' | 20' | 17+3' | 15+5' | | | | | | | | | | | | | | | |
| | 71B to Industry St | 20' | 20' | 38+2' | 39+1' | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 113 Danforth | Elevator construction at Kennedy Station en | ds and so | hedules | revert to | the May 2 | 2017 vers | sions. Met | rolinx co | nstructio | n effects | will be inc | orporated | in later sc | hedules | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 719 Run as Directed (Mt. Den | | | | | | | | | | | | | | | | | | | | <u> </u> |
| | PM Peak | | | | | 2B | 3B | | | | | | | | | | | | | <u> </u> |
| - | | | | | | | | | | | | | | | | | | | | <u> </u> |
| 720 Run as Directed (Eglinton | | | | | | | | | | | | | | | | | | | | <u> </u> |
| | AM Peak | | | | | 1B | 2B | | | | | | | | | | | | | <u> </u> |
| | | | | | | | | | | | | | | | | | | | | <u> </u> |
| | | 1 | 1 | Hydro C | One Const | ruction | on Main S | treet | | | | 1 | 1 | ı | | 1 | 1 | | | |
| 62.84 - util 0.07.6 b | Busine Hadas One high adhers sold and a | 1 | NA-i- Chi | | | | Latin and for | Chiala | | | | At a sa la a Ala | | la tada adaa | Dan fant | | in Chara | | | |
| 62 Mortimer & 87 Cosburn | During Hydro One highvoltage cable replace | | | | | | | | | | | tion both | ways via C | hisholm | , Danfort | th and Ma | iin Stree | t. | | |
| | 87 Cosburn buses will divert on eastbound t Westbound trips return via Main, Danforth, | | | | | Barring | ton, Danto | ortn and | viain to i | viain Stati | on. | | | | | | | | | |
| | After Hydro work hours, generally 5 pm, and | | | | | م النب عمر | norato ovo | or the ne | rmal rous | to northb | ound on N | 1ain | | | | | | | | |
| | After rivuro work nours, generally 5 pm, and | an day c | лі wееке Т | nus, wes | ibouna tr | ıps wiii 0 | perate ove | i the no | i iiiai rou | re nortubi | ouna on N | iaifi. | | ı | T . | | | | | |
| 7EC Standby (Main Str.) | | | | | | | | | | | | | | | | - | | | | \vdash |
| 756 Standby (Main Stn) | 7:00 am to 8:00 pm | | | | | | 1B | | | | | | | | | - | | | | |
| | 7.00 am to 8:00 pm | | | | | | 1D | | | | | | | | 1 | - | | | | |
| | The state of the s | 1 | 1 | 1 | 1 | | 1 | 1 | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

| Service Changes Effective | | | | | | | | | | | | | | | | | | | |
|---|---|-----------|---------------|-----------------|------------|-------------------|------------------|----------------|-------------------|-----------|-----------------------|-------------------|-----------------|--------|------|--------|-------|----------|----------|
| Sunday, February 18, 2018 | | | | | | | | | | | | | | | | | | | |
| Route | Period / Service | | | M-F | | <u> </u> | | | | Saturda | av | | | | | Sunday | | | |
| | 1 6.104 / 56.11.65 | Head | dway | | т.т. | Vel | nicles | Hea | dway | | -, Т.Т. | Veh | icles | Head | dway | R.T | | ٧ | eh |
| | | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New |
| | - | | | | Miscella | neous Ch | anges | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 12 Kingston Rd & 302 Kingston Rd McCowan | Between 5:15 and 5:45 am, service on the 12 After 10:30 pm weekdays and 5:30 pm on we Avenue. All 302 Kingston Road McCowan night bus se | eekends, | service | will no lor | iger oper | ate to Va | riety Villa | ge, but w | vill use th | | | | - | | | | | nount to | Danforth |
| | Evening | | | | | | | 17'30" | | | | | | 17'30" | | | | | |
| | 12A via Variety Village | | | | | | | 35' | | 64+6' | | 4B | | 35' | | 64+6' | | 4B | |
| | 12B via Brimley | | | | | | | 35' | 17' | 64+6' | 64+4' | | 4B | 35' | 17' | 64+6' | 64+4' | | 4B |
| | Late Evening | | | | | | | | | | | | | | | | | | |
| | 12A via Variety Village | 22' | | 64+2' | | 3B | | 22' | | 64+2' | | 3B | | 22' | | 64+2' | | 3B | |
| | 12B via Brimley | | 22' | | 64+2' | | 3B | | 22' | | 64+2' | | 3B | | 22' | | 64+2' | | 3B |
| 1 | | | | | | | | | | | | | | | | | | | |
| 17 Birchmount | | | | | | | | | | | | | | | | | | | |
| | AM Peak | 6'30" | 7' | | | 13B | 12B | | | | | | | | | | | | |
| | 17A to Highway 7 | 32'30" | 35' | 105+6' | 105+7 | | | | | | | | | | | | | | |
| | 17B to Steeles via Wintermute | 6'30" | 7' | 74+4' | 64+3 | | | | | | | | | | | | | | |
| 32 Eglinton West | School trip to Marshall McLuhan Catholic Sec | condary S | L School m | l odified by | / adding ! | 5 minutes | s addition | travel ti | l me from I | the garag | e, and 5 m | inutes mo | re loading I | time. | | | | | |
| 35 Jane | Trips in the early morning and late evening w | hen the | subway | is closed v | will opera | te to Pio | l neer Villag | l ge Statio | l n to imp | rove conn | ections wi | th other ro | utes. | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 37 Islington | | | | | | | | | | | | | | | | | | | |
| <u>I</u> | AM Peak | 5'15" | 5'39" | | | 16B | 15B | | | | | | | | | | | | |
| | 37A to Woodbine Centre | 21' | 22'30" | 84' | 84+6' | | | | | | | | | | | | | | |
| | 37B to Steeles | 7' | 7'30" | 79+5' | 79+3' | | | | | | | | | | | | | | |
| | Midday | 9' | 9'30" | | | 10B | 9B | | | | | | | | | | | | |
| | 37A to Woodbine Centre | 18' | 19' | 83+7' | 83+2' | | | | | | | | | | | | | | |
| | 37B to Steeles | 18' | 19' | 76+14' | 76+9' | | | | | | | | | | | | | | |
| | PM Peak / Sat-Sun Afternoon | 6'20" | 6'40" | | | 15B | 14B | | | | | | | | | | | - | |
| | 37A to Woodbine Centre | 19' | 20' | 95' | 95+5' | | | | | | | | | | | | | | |
| | 37B to Steeles | 9'30" | 10' | 86+9' | 84+4' | | | | | | | | | | | | | | |
| 40 Junction | | | | | | | | | | | | | | | | | | | |
| | Early Morning | | | | | | | 8' | 10' | 14+2' | 16+4' | 2B | 2B | 20' | 20' | 16+4' | 16+4' | 1B | 1B |
| · | Morning | | | | | | | 12' | 15' | 22+2' | 25+5' | 2B | 2B | 12' | 12' | 20+4' | 21+3' | 2B | 2B |
| | Afternoon | | | | | | | 10' | 10' | 30' | 28+2' | 3B | 3B | 12' | 10' | 20+4' | 26+4' | 2B | 3B |
| | Early Evening | | | | | | | 12' | 12' | 18+6' | 22+2' | 2B | 2B | 12' | 12' | 18+6' | 22+2' | 2B | 2B |
| | Late Evening | | | | | | | 20' | 20' | 16+4' | 16+4' | 1B | 1B | 20' | 20' | 14+6' | 16+4' | 1B | 1B |
| | | | | | | | | | | | | | | | | | | | |

| Sarvica Changes Effective | | | | | | | | | | | | I | 1 | | | | | | | |
|---|--|---|--|--|---|---|------------|-----------|---------|------------|-----------------------|----------|-------------|---------|----------|------------|----------|-----------|--------|--|
| Service Changes Effective Sunday, February 18, 2018 | | | | | | | | | | | | | | | | | | | | |
| Route | Period / Service | | 1 | M-F | | | | | | Saturda | ıv | | | | | Sunday | | | | |
| noute | Tenou / Service | Hea | dway | | Г.Т. | Vel | hicles | Head | dway | | ., Г.Т. | Veh | icles | Head | dway | R.T | | V | eh | |
| | | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | |
| 42 Cummer | | | | | | | | | | | | | | | | | | | | |
| | AM Peak | 6'45" | 6' | | | 13B | 14B | | | | | | | | | | | | | |
| | 42A to Middlefield/Dynamic | 13'30' | 12' | 104+4' | 99+3' | | | | | | | | | | | | | | | |
| | 42C to Victoria Park | 13'30" | 12' | 66+2' | 59+7' | | | | | | | | | | | | | | | |
| | Midday | | | | | | | | | | | | | | | | | | | |
| | 42A to Middlefield/Dynamic | 14' | 11'30" | 93+5' | 88+4' | 7B | 8B | | | | | | | | | | | | | |
| | PM Peak | 7' | 6'30" | | | 13B | 13B | | | | | | | | | | | | | |
| | 42A to Middlefield/Dynamic | 14' | 13' | 105' | 101+3' | | | | | | | | | | | | | | | |
| | 42C to Victoria Park | 14' | 13' | 67+10' | 62+3' | | | | | | | | | | | | | | | |
| | Early Evening | | | | | | | | | | | | | | | | | | | |
| | 42A to Middlefield/Dynamic | 11' | 10'30" | 86+2' | 82+2' | 8B | 8B | | | | | | | | | | | | | |
| | Late Evening | | | | | | | | | | | | | | | | | | | |
| | 42A to Middlefield/Dynamic | 20' | 20' | 78+2' | 74+6' | 4B | 4B | | | | | | | | | | | | | |
| | | 1 20 | | | | | | | | | | | | | | | | | | |
| 64B Lawrence East Orton Pk | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitin | location o | on the 54 | B (Eglinto | n Stn-Orto | on Park) | service wi | II change | from Or | ton Park F | Road at Bri | morton B | oulevard to | SB at S | carborou | ıgh Golf (| Club Roa | d and Lav | vrence | |
| | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitin | location o | on the 54 | B (Eglinto | n Stn-Orto | on Park) very time | service wi | | | | | | | | | igh Golf (| Club Roa | d and Lav | vrence | |
| | After approximately 3 p.m., the end of line Avenue East. | location o | on the 54 | B (Eglinto | n Stn-Orto | on Park) very time | service wi | | | | | | | | | igh Golf (| Club Roa | d and Lav | vrence | |
| 67 Pharmacy | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitin | location o | on the 54 | B (Eglinto | n Stn-Orto | on Park) very time | service wi | | | | | | | | | igh Golf (| Club Roa | d and Lav | vrence | |
| 57 Pharmacy | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitin | location o | on the 54 | B (Eglinto | n Stn-Orto | on Park) very time | service wi | | | | | | | | | igh Golf (| Club Roa | d and Lav | wrence | |
| 57 Pharmacy | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitin An additional SB trip will be added for students. | g on-boa | rd the bu | B (Eglinto | n Stn-Orto | on Park) very time eir dismis | service wi | | | | | | | | | igh Golf (| Club Roa | d and Lav | vrence | |
| 57 Pharmacy | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitin An additional SB trip will be added for stude AM Peak | g on-boa | rd the bu | B (Eglinto | n Stn-Orto | on Park) very time eir dismis | service wi | | | | | | | | | igh Golf C | Club Roa | d and Lav | vrence | |
| 67 Pharmacy | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitin An additional SB trip will be added for stude AM Peak 79A via Pritchard/Foxwell | location of gon-boa ents leaving 5' | rd the bung Wexfo | B (Eglinto s when it ord Colleg | n Stn-Orto has recov liate at the | on Park) very time eir dismis | service wi | | | | | | | | | igh Golf (| Club Roa | d and Lav | vrence | |
| 67 Pharmacy | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitir An additional SB trip will be added for stude AM Peak 79A via Pritchard/Foxwell 79B via St. Clair | ents leavi | on the 54 rd the bu | B (Eglinto s when it ord Colleg | n Stn-Orto has recov liate at the | on Park) very time eir dismis | service wi | | | | | | | | | igh Golf (| Club Roa | d and Lav | vrence | |
| 57 Pharmacy | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitin An additional SB trip will be added for stude AM Peak 79A via Pritchard/Foxwell 79B via St. Clair Midday | g on-boa ents leavi 5' 10' 10' 12' | ng Wexford 10' 10' 12' | B (Eglinto is when it ord Colleg 58+2 58+2 | has recoviate at the | on Park) very time eir dismis | service wi | | | | | | | | | igh Golf (| Club Roa | d and Lav | vrence | |
| 57 Pharmacy | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitin An additional SB trip will be added for stude AM Peak 79A via Pritchard/Foxwell 79B via St. Clair Midday 79A via Pritchard/Foxwell | | on the 54 rd the builting Wexfort 5' 10' 10' 12' 24' | B (Eglinto s when it ord Colleg 58+2 58+2 60' | has recoviate at the | on Park) very time eir dismis | service wi | | | | | | | | | igh Golf (| Club Roa | d and Lav | vrence | |
| 57 Pharmacy | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitin An additional SB trip will be added for stude AM Peak 79A via Pritchard/Foxwell 79B via St. Clair Midday 79A via Pritchard/Foxwell 79B via St. Clair | 9 on-boa ents leavi | on the 54 rd the bu ng Wexfor 5' 10' 12' 24' 24' | B (Eglinto s when it ord Colleg 58+2 58+2 60' | has recoviate at the | on Park) very time eir dismis 12B 5B | service wi | | | | | | | | | igh Golf (| Club Roa | d and Lav | vrence | |
| 57 Pharmacy | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitin An additional SB trip will be added for stude AM Peak 79A via Pritchard/Foxwell 79B via St. Clair Midday 79A via Pritchard/Foxwell 79B via St. Clair PM Peak | 5' 10' 12' 24' 7' | on the 54 rd the bu ng Wexfo 5' 10' 12' 24' 7'20" 14'40" 14'40" | B (Eglinto is when it swhen it swhen it should be should | n Stn-Orto has recov iate at the 60' 57+3' 56+4' | on Park) very time eir dismis 12B 5B | service wi | | | | | | | | | igh Golf C | Club Roa | d and Lav | vrence | |
| 57 Pharmacy | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitin An additional SB trip will be added for stude AM Peak 79A via Pritchard/Foxwell 79B via St. Clair Midday 79A via Pritchard/Foxwell 79B via St. Clair PM Peak 79A via Pritchard/Foxwell 79B via St. Clair FM Peak 79A via Pritchard/Foxwell 79B via St. Clair Early Evening | | on the 54 rd the but any Wexford the but any Wexford the but any Wexford to the following with the following with the following | 58+2 58+2 60' 60+3' | 60' 57+3' 56+4' 55+5' 65+1' 62+4' | on Park) very time eir dismis 12B 5B | service wi | | | | | | | | | igh Golf (| Club Roa | d and Lav | vrence | |
| 67 Pharmacy | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitir An additional SB trip will be added for studing and the studies of t | | on the 54 rd the bu ng Wexfor 5' 10' 12' 24' 7'20" 14'40" 12' 22' | 58+2 58+2 60' 60+3' 56+4' | 60' 57+3' 56+4' 55+5' 65+1' 62+4' | on Park) very time eir dismis 12B 5B | service wi | | | | | | | | | igh Golf (| Club Roa | d and Lav | vrence | |
| 57 Pharmacy | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitin An additional SB trip will be added for stude AM Peak 79A via Pritchard/Foxwell 79B via St. Clair Midday 79A via Pritchard/Foxwell 79B via St. Clair PM Peak 79A via Pritchard/Foxwell 79B via St. Clair FM Peak 79A via Pritchard/Foxwell 79B via St. Clair Early Evening | 5' 10' 10' 12' 24' 7' 14' 12' 24' 24' 24' | on the 54 rd the but the following wexform the 54 following wexform the following wexfor | 58+2 58+2 60' 60+3' | 60' 57+3' 56+4' 55+5' 65+1' 62+4' | on Park) very time eir dismis 12B 5B | service wi | | | | | | | | | igh Golf (| Club Roa | d and Lav | vrence | |
| 67 Pharmacy | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitin An additional SB trip will be added for studional SB trip will be added | 5' 10' 12' 24' 7' 14' 12' 24' 15' | on the 54 rd the but the first the f | 58+2 58+2 60' 60+3' 56+4' | 60' 57+3' 56+4' 55+5' 65+1' 62+4' 54+6' | on Park) very time eir dismis 12B 5B 9B | service wi | | | | | | | | | igh Golf (| Club Roa | d and Lav | vrence | |
| 54B Lawrence East Orton Pk 67 Pharmacy 79 Scarlett Road | After approximately 3 p.m., the end of line Avenue East. This will reduce the number of riders waitin An additional SB trip will be added for studional SB trip will be added | 5' 10' 10' 12' 24' 7' 14' 12' 24' 24' 24' | on the 54 rd the but the following wexform the 54 following wexform the following wexfor | 58+2 58+2 60' 60+3' 56+4' | 60' 57+3' 56+4' 55+5' 65+1' 62+4' | on Park) very time eir dismis 12B 5B | service wi | | | | | | | | | igh Golf (| Club Roa | d and Lav | vrence | |

| unday, February 18, 2018 | | | | | | | | | | | | | | | | | | | |
|--------------------------|---|------------|----------|-------------|------------|-----------|----------|---------|----------|------------|---------|-----|-------|-----|------|--------|-------|-----|-----|
| loute | Period / Service | | | M-F | | | | | | Saturda | ıy | | | | | Sunday | | | |
| | | | dway | R. | | | nicles | | dway | R.1 | г.т. | Veh | icles | | dway | R.T | | | eh |
| | | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New | Old | New |
| 02 Markham Road | Route reallocated from Birchmount to Mal | vern. | | | | | | | | | | | | | | _ | | | |
| | AM Peak | 5' | 4'45" | | | 20B | 22B | | | | | | | | | | | | |
| | 102A to Progress | 10' | 9'30" | 70' | 73+3' | | | | | | | | | | | | | | |
| | 102B/C to Steeles | 20' | 19' | 105+5' | 108+6' | | | | | | | | | | | | | | |
| | 102D to Major Mackenzie | 20' | 19' | 150' | 151+1' | | | | | | | | | | | | | | |
| | Midday | 6' | 6' | | | 17B | 17B | | | | | | | | | | | | |
| | 102A to Progress | 15' | 15' | 72+3' | 74+1' | | | | | | | | | | | | | | |
| | 102B/C to Steeles | 10' | 10' | 100' | 100' | | | | | | | | | | | | | | |
| | 102D to Major Mackenzie | 30' | 30' | 138+22' | 147+13' | | | | | | | | | | | | | | |
| | PM Peak | 5' | 5' | | | 22B | 22B | | | | | | | | | | | | |
| | 102A to Progress | 10' | 10' | 78+2' | 79+1' | | | | | | | | | | | | | | |
| | 102B/C to Steeles | 20' | 20' | 115+5' | 110' | | | | | | | | | | | | | | |
| | 102D to Major Mackenzie | 20' | 20' | 156+4' | 160+10' | | | | | | | | | | | | | | |
| | Early Evening (After 7:30 pm) | 6'26" | 6'26" | | | 16B | 12B | | | | | | | | | | | | |
| | 102A to Progress | 18' | 18' | 66+6' | 66+6' | | | | | | | | | | | | | | |
| | 102B to Steeles | 10' | 20' | 93+7' | 93+7' | | | | | | | | | | | | | | |
| | 102D to Major Mackenzie | 30' | 20' | 140+20' | 135+5' | | | | | | | | | | | | | | |
| | Late Evening | 7'30" | 7'30" | | | 11B | 11B | | | | | | | | | | | | |
| | 102A to Progress | 30' | 30' | 54+6' | 60' | | | | | | | | | | | | | | |
| | 102B to Steeles | 10' | 10' | 84+6' | 85+5' | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 11 East Mall | | | | | | | | | | | | | | | | | | | |
| | AM Peak | 10' | 12' | 56+4' | 56+4' | 6B | 5B | | | | | | | | | | | | |
| | Midday | 12' | 14' | 53+7' | 53+3' | 5B | 4B | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 21 Fort York - Esplanade | | | | | | | | | | | | | | | | | | | |
| | Midday | 15' | 20' | 56+4' | 56+4' | 4B | 3B | | | | | | | | | | | | |
| | PM Peak | 13' | 15' | 68+10' | 68+7' | 6B | 5B | | | | | | | | | | | | |
| | Early Evening | 15' | 20' | 56+4' | 56+4' | 4B | 3B | 16' | 20' | 60+4' | 60' | 4B | 3B | 15' | 20' | 57+3' | 57+3' | 4B | 3B |
| | Late Evening | 15' | 20' | 56+4' | 56+4' | 4B | 3B | 15' | 20' | 60' | 60' | 4B | 3B | 15' | 20' | 57+3' | 57+3' | 4B | 3B |
| 86 Wilson Rocket | Time points will be changed at individual s | tops to im | rove rel | iability, b | ut service | levels re | main the | same we | ekday pe | eaks and m | nidday. | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |

| Construction Projects and Diversion | e | | | | | | | | | | | \neg | \neg | \neg |
|--|---|--|--------------|--------------|----------------|---------------|--------------|---------------------------|---------------|----------|------|---------------|----------|----------|
| February 18, 2018 | 3 | | | | | | | | | | | | | |
| rebluary 16, 2016 | | | | | | | | | - | | | \rightarrow | | _ |
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| | | | Fe | ≥ | May 13-June 23 | June 24-Aug 4 | ≥ | တ္ ဝ | Nov 18-Dec 22 | Dec | | | | |
| | | | Ď | ۹ | ~ | ne | <u>ნ</u> - | 을 다 | Š | ec | | | | |
| Route | Activity | | 18- | ∔ | မှ | 24 | ပ္ | | 쭈 | 23 | 2019 | 2020 | 2021 | 2022 |
| | | | Feb 18-Mar31 | Apr 1-May 12 | ₹ | ≽ | Aug 5-Sept 1 | Oct 7-Nov 17 Sept 2-Oct 6 | De | : 23-Jan | 9 | ö | 13 | 2 |
| | | | lr3 | - | ē | 9 | ₹ | # 13. | 0 | ın 5 | | | | |
| | | | | 2 | 23 | 4 | _ | ٠, ا | Ñ | 5 | | | | |
| | | | | | | | | | | | | | | |
| Note: Sections shown in gray are for inc | definite end dates. | | | | | | | | | | | | | |
| g-u, u | | | | | | | | | | | | _ | | |
| Planned to end March 2018 | | | | | | | | | | | | \dashv | | |
| 62 Mortimer & 87 Cosburn | Hydro One construction on Main Street | Diversions near Main Station | | | | | | | | | | - | - | - |
| OZ WOLITICI G OF COSBULTI | Tryare one conduction on Main Cases | Diversions fleat Wall Clation | | | | | | | | | | \rightarrow | - | \dashv |
| Planned to end June 2018 | | | | - | | - | | | | | | \rightarrow | \dashv | - |
| 501 Queen | Queensway/Lakeshore track construction, | Bus operation Roncesvalles/Windermere to Long Branch | | | | | | | | | | - | - | _ |
| 001 900011 | Humber Loop & Substation | Dus operation reduces valies, will define to Long Brahon | | | | | | | | | | - | \dashv | _ |
| | Transcr Loop & Cubstation | | | | | | | | | | | \dashv | \dashv | \dashv |
| 66A Prince Edward/Humber Loop | Construction at Humber Loop | Extended to Windermere | | | | | | | | | | -+ | -+ | - |
| oort inice Edward Idinber Edop | Construction at Flumber Loop | Extended to Windermere | | | | | | | | | | \rightarrow | \dashv | \dashv |
| Planned to end Aug 2018 | | | | | - | _ | | | | | | \rightarrow | \dashv | _ |
| 97 Yonge | Yonge/Sheppard construction | Route split | | | | | | | | | | \rightarrow | \dashv | - |
| 97 Tonge | Tonge/oneppara construction | Troute spiit | | | | | | | | | | \rightarrow | \dashv | _ |
| Planned to end late 2018 | | | | _ | | | | | | | | \rightarrow | \dashv | \dashv |
| 45 Kipling | Six Points Reconstruction | Diversion and extra running time | | | | | | | | | | - | -+ | - |
| 46 Martin Grove | SIX I SING RECONSTRUCTION | Diversion and extra running time | | | | | | | | | | - | -+ | _ |
| 40 Martin Grove | | | | | | | | | | | | \rightarrow | \dashv | \dashv |
| 12 Kingston Road | Kennedy Stn LRT construction | Temporary terminal and extra running time | | | | | | | | | | \rightarrow | \dashv | \dashv |
| 20 Cliffside | Refilledy Stiff LKT construction | Temporary teminar and extra running time | | | | | | | | | | \rightarrow | \dashv | _ |
| 21 Brimley | | | | | | | | | | | | \rightarrow | | - |
| 34 Eglinton East | | | | | | | | | | | | \rightarrow | \dashv | _ |
| 43 Kennedy | | | | | | | | | - | | | \rightarrow | \dashv | - |
| 57 Midland | | | | | | | | | | | | | -+ | - |
| 62 Mortimer | | | | | | | | | | | | \rightarrow | \dashv | _ |
| 86 Scarborough | | | | | | | | | | | | - | -+ | - |
| 113 Danforth | | | | _ | | | | | | | | \rightarrow | \dashv | _ |
| 116 Morningside | | | | _ | | | | | | | | \rightarrow | + | - |
| 131 Nugget | | | | - | - | | | | + | | | \dashv | + | \dashv |
| 198 UofT Scarborough Rocket | | | | -+ | - | | | | 1 | | | -+ | \dashv | \dashv |
| 190 COLL Scalbolough Nocket | | | | - | - | | | | + | | | \rightarrow | + | \dashv |
| Planned to end December 2018 | | | | | - | | - | - | + | | | \dashv | + | - |
| 15 Evans | Royal York Station reconstruction | 15/48 and 73/76 routes interlined. | | | | | | | 4 | | | \rightarrow | \dashv | - |
| 48 Rathburn | Toyal Tork Station reconstruction | 10/70 and 10/10 loutes interimed. | | | | | | | | | | \rightarrow | \dashv | - |
| 73 Royal York | | | | -+ | -+ | - | | | 1 | \vdash | | \rightarrow | \dashv | - |
| 76 Royal York South | | | | | | | | | - | | | \dashv | \dashv | \dashv |
| 70 Noyai TOIK Soulii | | | | \dashv | - | | | | - | | | \rightarrow | \dashv | - |
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| Construction Projects and Diversions | s | | | | | | | | | | | | | П |
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| February 18, 2018 | | | | | | | | | | | | | | ı |
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| | | | | | | | | | | | | | | |
| Route | Activity | | Feb 18-Mar31 | Apr 1-May 12 | May 13-June 23 | June 24-Aug 4 | Aug 5-Sept 1 | Sept 2-Oct 6 | Oct 7-Nov 17 | 18-Dec | 2019 | 2020 | 2021 | 2022 |
| Planned to end Mid-2019 | Eglinton LRT constuction | Additional running time and buses | | | | | | | | | | | | |
| 32 Eglinton West | | | | | | | | | | | | | | |
| 5 Avenue Road | | Interline with 56 Leaside discontinued | | | | | | | | | | | | |
| 61 Avenue Road North | | Interline with 51 Leslie discontinued | | | | | | | | | | | | П |
| 7 Bathurst | | | | | | | | | | | | | | |
| 29 Dufferin | | | | | | | | | | | | | | |
| 33 Forest Hill | | | | | | | | | | | | | | |
| 90 Vaughan | | | | | | | | | | | | | | |
| 54 Lawrence East | | | | | | | | | | | | | | |
| 34 Eglinton East | | | | | | | | | | | | | | |
| 11 Bayview | | | | | | | | | | | | | | |
| 100 Flemingdon Park | | | | | | | | | | | | | | |
| 56 Leaside | | Interline with 5 Avenue Rd discontinued | | | | | | | | | | | | |
| 51 Leslie | | Interline with 61 Avenue Rd N discontinued | | | | | | | | | | | | |
| 63 Ossington | | | | | | | | | | | | | | |
| 109 Ranee | | | | | | | | | | | | | | |
| 74 Mt. Pleasant | | Routes interlined | | | | | | | | | | | | |
| 103 Mt. Pleasant North | | Routes interlined | | | | | | | | | | | | |
| 25 Don Mills / 185 Don Mills Rocket | | Route split at Don Mills Stn. | | | | | | | | | | | | |
| 14 Glencairn | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Planned to end late 2019 | | | | | | | | | | | | | | |
| 3 SRT & 131 Nugget | SRT fleet overhaul | 131E Nugget service supplements the SRT | | | | | | | | | | | | |
| | | | | | | | | | | | | | | 口 |
| Planned to end Jan 2020 | | | | | | | | | | | | | | |
| 42 Cummer | McNicoll Garage construction | 42B Kennedy branch extended as 42A Dynamic/Middlefield | | | | | | | | | | | F | \vdash |
| Planned to end Dec 2022 | | | | | | | | | | | | | | |
| 36 Finch West | Finch LRT construction | Extra running time | | | | | | | | | | | | |