

**501 Queen Service Level Tracking**

P = PCC (Presidents' Conference Car)

C = CLRV (Canadian Light Rail Vehicle) 15m

A = ALRV (Articulated Light Rail Vehicle) 23m

	AM Peak			M-F Midday			PM Peak		
	Headway	Vehicles	Trippers	Headway	Vehicles		Headway	Vehicles	Trippers
<b>April 1954</b>	1'30"	75 P	2 P	2'30"	40 P		1'30"	78 P	
<b>April 1959</b>	1'30"	75 P	7 P	4'00"	28 P		1'30"	77 P	10 P
<b>April 1964</b>	1'30"	74 P	2 P	4'00"	28 P		1'30"	74 P	2 P
<b>April 1967</b>	1'30"	75 P		4'00"	28 P		1'30"	77 P	
<b>May 1968</b>	3'04"	78 P		4'00"	28 P		3'04"	78 P	
<b>October 1971</b>	4'00"	60 P		4'00"	28 P		4'00"	60 P	
<b>January 1973</b>	4'00"	60 P		4'00"	28 P		4'00"	60 P	
<b>February 1974</b>	4'00"	60 P		4'00"	28 P		4'00"	60 P	
<b>March 1975</b>	4'00"	60 P		4'00"	28 P		4'00"	60 P	
<b>May 1976</b>	4'00"	60 P		4'00"	28 P		4'00"	60 P	
<b>February 1981</b>	2'27"	49		4'17"	28		2'27"	49	
<b>February 1982</b>	2'27"	49		4'17"	28		2'27"	49	
<b>April 1983</b>	2'27"	49		4'17"	28		2'27"	49	
<b>May 1985</b>	2'33"	47		4'17"	28		2'40"	47	
<b>April 1987</b>	2'33"	47		4'25"	28		2'43"	47	
<b>April 1988</b>	2'33"	47		4'34"	28		2'48"	47	
<b>April 1990</b>	3'43"	35 A		5'31"	25 A		4'03"	35 A	
<b>January 1991</b>	3'40"	34 A		5'32"	24 A		4'00"	34 A	
<b>February 1992</b>	4'10"	30 A		6'20"	21 A		4'15"	32 A	
<b>January 1993</b>	4'10"	30 A		6'20"	21 A		4'15"	32 A	
<b>November 1994</b>	4'15"	28 A		6'15"	20 A		4'15"	30 A	

Peak period 2-car trains

4-axle cars replaced by 6-axle cars

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	AM Peak			M-F Midday			PM Peak			
	Headway	Vehicles	Trippers	Headway	Vehicles		Headway	Vehicles	Trippers	
	<b>April 1995</b>	4'35"	32 A		6'30"	25 A		4'40"	36 A	
<b>February 1996</b>	5'00"	29 A		7'00"	22 A		5'00"	31 A	2C	
<b>January 1997</b>	5'00"	29 A		7'00"	22 A		5'00"	31 A	2C	
<b>January 1998</b>	5'00"	29 A		7'00"	22 A		5'00"	31 A	2C	
<b>January 1999</b>	5'00"	29 A		7'00"	22 A		5'00"	31 A	2 C	
<b>January 2000</b>	5'30"	27 A		6'00"	26 A		5'30"	29 A		
<b>February 2001</b>	5'07"	29 A		6'00"	27 A		5'30"	31 A		
<b>December 2001</b>	5'07"	29 A		6'00"	27 A		5'30"	31 A		
<b>January 2003</b>	5'07"	29 A		6'00"	27 A		5'30"	31 A		
<b>January 2004</b>	5'07"	31 A		6'00"	29 A		5'30"	33 A		Extra running time for construction on King
<b>January 2005</b>	5'07"	29 A		6'00"	27 A		5'30"	31 A		
<b>January 2006</b>	5'07"	29 A		5'30"	29 A		5'30"	31 A		
<b>January 2007</b>	4'52"	31 A		5'30"	29 A		5'30"	31 A		
<b>March 2008</b>	4'52"	31 A		5'30"	29 A		5'30"	31 A		
<b>January 2009</b>	5'10"	31 A		5'53"	29 A		5'40"	31 A		
<b>January 2010</b>	5'10"	31 A		5'53"	29 A		5'40"	31 A		
<b>January 2011</b>	5'10"	31 A		5'30"	31 A		5'40"	31 A		
<b>January 2012</b>	5'20"	31 A		5'45"	31 A		5'50"	31 A		
<b>January 2013</b>	5'10"	31 A		6'30"	26 A		5'08"	34 A		
<b>January 2014</b>	5'10"	31 A	5 C	6'10"	28 A		5'08"	34 A		
<b>January 2015</b>	5'10"	31 A	5 C	6'10"	28 A		5'08"	34 A		
<b>January 2016</b>	5'00"	30 A	3 A	5'30"	30 A		5'10"	33 A		Service split at Humber
<b>January 2017</b>	5'00"	27 A		5'20"	27 A		5'10"	31 A		Service split at Roncesvalles
<b>January 2018</b>	5'00"	27 A	7 Bus	5'20"	27 A		5'10"	31 A		Service split at Roncesvalles
<b>August 2018</b>	4'15"	35 C+A	5 C	4'45"	35 C+A		4'50"	35 C+A		Operated almost entirely with CLRVs