

Service Changes Effective Sunday, October 13, 2019																			
Route	Period / Service	M-F						Saturday						Sunday					
		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Veh	
		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New
Where running times are shown as "A+B", the first part is the scheduled driving time and the second part is the scheduled "recovery" time (layover) usually provided to round out the trip time as a multiple of the headway.																			
Vehicle Types: C: CLRV F: Flexity B: Bus AB: Artic Bus T: Train																			
		Vehicle Type Changes																	
506/306 Carlton	Early AM to 7:00																		
	506 High Park to Main Stn	7'45"	8'00"	120+11/12	132+12	17C	18F												
	AM Peak / SS Early Morning																		
	506 High Park to Main Stn	5'40"	7'50"	144+14/15	150+22/23	28C	22F	10'	8'30"	94+14	106+13	11C	14F	10'	10'	93+17	102+18	11C	12F
	506 Parkside Dr to Queen-Coxwell					8B	8B												
	506 Coxwell to High Park						6C												
	Midday / SS Morning																		
	506 High Park to Main Stn	5'40"	7'50"	142+16/17	156+16-17	28C	22F	8'	8'	126+18	138+22	18C	20F	10'	9'40"	112+18	130+15	13C	15F
	PM Peak / SS Afternoon																		
	506 High Park to Main Stn	6'	8'30"	151+17	176+11	28C	22F	6'40"	8'	142+18	156+20	24C	22F	7'45"	7'45"	131+16/17	148+14/15	19C	21F
	506 Coxwell to High Park						6C												
	Early Evening																		
	506 High Park to Main Stn	7'10"	8'30"	125+11/12	136+17	19c	18F	8'45"	9'	122+18	134+19	16C	17F	9'45"	10'	111+15/16	122+18	13C	14F
	Late Evening																		
	506 High Park to Main Stn	9'40"	9'	105+11	116+10	12c	14F	9'30"	10'	117+16	130+20	14C	15F	10'30"	10'	103+12/13	114+16	11C	13F
	Overnight																		
	306 Dundas W Stn to Main Stn	30'	20'	90'	102+18	3C	6F	30'	20'	90'	102+18	3C	6F	30'	20'	90'	102+18	3C	6F
Trippers will be scheduled to arrive at Yonge Street as below:																			
AM Peak: Eastbound: Buses at 8:00, 8:15, 8:30 and 8:45. Streetcars at 8:20, 8:35 and 8:50. Westbound: Buses at 8:15, 8:25, 8:35 and 8:45. Streetcars at 8:20, 8:30 and 8:50.																			
PM Peak: Eastbound: Streetcars at 4:45, 5:15 and 5:45. Westbound: Streetcars at 4:45, 5:15 and 5:45.																			
		Dundas Street Water Main Construction Ends																	
505 Dundas	AM Peak / Sat-Sun Early Morning	4'10"	3'45"	109+16	95+6	30B	27B	9'15"	9'30"	74+9/10	74+12	9B	9B	9'30"	9'30"	69+7	69+7	8B	8B
	M-F Midday / Sat-Sun Late Morning	4'50"	4'	114+16/17	96+8	27B	26B	5'30"	5'15"	100+15/16	91+9	21B	19B	6'15"	6'	84+9/10	82+8	15B	15B
	PM Peak / Sat-Sun Afternoon	4'10"	3'30"	130+15/16	105+7	35B	32B	4'40"	4'	125+15	103+9	30B	28B	5'40"	5'15"	101+18	95+10	21B	20B
	Early Evening	5'50"	4'45"	94+16/17	87+8	19B	20B	7'20"	5'40"	102+15/16	92+10	16B	18B	9'15"	8'	82+10/11	80+8	10B	11B
	Late Evening	9'20"	7'30"	77+16/17	74+9	10B	11B	9'30"	9'	86+18/19	79+11	11B	10B	10'	9'30"	71+9	68+8	8B	8B

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		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Veh	
		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New
Junction Area Study / Runnymede Station Easier Access Construction																			
30 Lambton/High Park																			
	AM Peak / Sat-Sun Early Morning																		
	30A High Park Stn to Kipling Stn	21'		62+1		3B		30'		44+16									
	30A High Park Stn to Runnymede		20'		14+6		1B		20'		14+6		1B						
	M-F Midday / Sat-Sun Late Morning																		
	30A High Park Stn to Kipling Stn	30'		59+1		2B		30'		51+9				30'		48+12		2B	
	30A High Park Stn to Runnymede		20'		14+6		1B		20'		16+4		1B		20'		16+4		1B
	PM Peak / Sat-Sun Afternoon																		
	30A High Park Stn to Kipling Stn	22'		64+2		3B		30'		51+9				30'		48+12		2B	
	30A High Park Stn to Runnymede		20'		16+4		1B		20'		16+4		1B		20'		16+4		1B
	Early Evening																		
	30A High Park Stn to Kipling Stn	30'		54+6		2B		30'		51+9				30'		48+12		2B	
	30A High Park Stn to Runnymede		20'		13+7		1B		20'		14+6		1B		20'		13+7		1B
	Late Evening																		
	30A High Park Stn to Kipling Stn	30'		43+17		2B		30'		44+16				30'		44+16		2B	
	30A High Park Stn to Runnymede		15'		12+3		1B		15'		12+3		1B		15'		12+3		1B
40 Junction																			
Junction-Dundas West	AM Peak / Sat-Sun Early Morning																		
	40 Dundas W Stn to Runnymede	6'30"		26		4B		10'		16+4		2B		20'		16+4		1B	
	40A Dundas W Stn to Kipling Stn		16'		59+13		4.5B		24'		48+12		2.5B						
	40B Dundas W Stn to Jane		16'		27+13		2.5B		24'		22+14		1.5B		15'		20+10		2B
	M-F Midday / Sat-Sun Late Morning																		
	40 Dundas W Stn to Runnymede	10'		30		3B		15'		25+5		2B		12'		21+3		2B	
	40A Dundas W Stn to Kipling Stn		20'		59+21		4B		30'		65+5		1B		30'		60+10		1B
	40B Dundas W Stn to Jane		20'		31+9		2B		10'		34+6		4B		10'		32+8		4B
	PM Peak / Sat-Sun Afternoon																		
	40 Dundas W Stn to Runnymede	7'30"		30		4B		10'		28+2		3B		10'		26+4		3B	
	40A Dundas W Stn to Kipling Stn		18'		67+14		4.5B		30'		66+4		1B		30'		60+10		1B
	40B Dundas W Stn to Jane		18'		33+12		2.5B		10'		36+4		4B		10'		34+6		4B
	Early Evening																		
	40 Dundas W Stn to Runnymede	12'		22+2		2B		12'		22+2		2B		12'		22+2		2B	
	40A Dundas W Stn to Kipling Stn		25'		57+5/6		2.5B		24'		55+5		2.5B		24'		53+7		2.5B
	40B Dundas W Stn to Jane		25'		28+9/10		1.5B		24'		28+8		1.5B		24'		28+8		1.5B
	Late Evening																		
	40 Dundas W Stn to Runnymede	20'		16+4		1B		20'		16+4		1B		20'		16+4		1B	
	40A Dundas W Stn to Kipling Stn		30'		48+12		2B		30'		46+14		2B		30'		44+16		2B
	40B Dundas W Stn to Jane		30'		23+7		1B		30'		24+6		1B		30'		21+9		1B

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		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New		
71 Runnymede	Routes interlined for Runnymede Station Construction																				
77 Swansea	AM Peak / Sat-Sun Early Morning																				
	71A Runnymede Stn to St. Clair/Gunns	18'		24+12		2B		24'		17+7		1B		24'		20+4		1B			
	71B Runnymede Stn to Industry	18'		51+3		3B		24'		40+8		2B		24'		40+8		2B			
	71 Runnymede Stn to Industry		9'		58+5		7B		15'		40+5		3B		15'		40+5		3B		
	77 Runnymede Stn to The Queensway	9'	9'	25+2	27+9	3B	4B	24'	15'	17+7	17+13	1B	2B								
	M-F Midday / Sat-Sun Late Morning																				
	71A Runnymede Stn to St. Clair/Gunns	23'		20+3		1B		24'		30+6		1.5B		24'		20+4		1B			
	71B Runnymede Stn to Industry	23'		43+3		2B		24'		46+14		2.5B		24'		40+8		2B			
	71 Runnymede Stn to Industry		13'30"		48+6		4B		12'		46+2		4B		15'		44+1		3B		
	77 Runnymede Stn to The Queensway	13'	13'30"	22+4	25+15/16	2B	3B	24'	12'	22+2	22+2	1B	2B	24'	15'	22+2	22+8	1B	2B		
	PM Peak / Sat-Sun Afternoon																				
	71A Runnymede Stn to St. Clair/Gunns	19'		24+14		2B		16'		30+2		2B		24'		22+2		1B			
	71B Runnymede Stn to Industry	19'		55+2		3B		16'		46+2		3B		24'		44+4		2B			
	71 Runnymede Stn to Industry		9'		57+6		7B		10'		46+4		5B		15'		44+1		3B		
	77 Runnymede Stn to The Queensway	9'20"	9'	24+4	27+9	3B	4B	24'	10'	22+2	22+8	1B	3B	24'	15'	22+2	22+8	1B	2B		
	Early Evening																				
	71A Runnymede Stn to St. Clair/Gunns	22'		19+3		1B		24'		19+5		1B		20'		19+1		1B			
	71B Runnymede Stn to Industry	22'		40+4		2B		24'		40+8		2B		20'		40		2B			
	71 Runnymede Stn to Industry		13'30"		48+6		4B		15'		40+5		3B		15'		40+5		3B		
	77 Runnymede Stn to The Queensway	22'	13'30"	22	22+5	1B	2B	24'	15'	20+4	20+10	1B	2B	24'	15'	18+6	18+12	1B	2B		
	Late Evening																				
	71A Runnymede Stn to St. Clair/Gunns	20'		15+5		1B		20'		17+3		1B		20'		17+3		1B			
	71B Runnymede Stn to Industry	20'		39+1		2B		20'		38+2		2B		20'		38+2		2B			
	71 Runnymede Stn to Industry		17'		45+6		3B		20'		38+2		2B		20'		38+2		2B		
	77 Runnymede Stn to The Queensway	20'	17'	15+5	15+2	1B	1B	24'	20'	19+5	19+1	1B	1B	24'	20'	18+6	18+2	1B	1B		
79 Scarlett Road	South end loop changed to operate via Annette, High Park and Bloor to Runnymede for Runnymede Stn Construction																				
	AM Peak / Sat-Sun Early Morning																				
	79A to Lawrence via Foxwell	8'30"	10'	58+2	70+5	7B	7.5B	25'	20'	50	57+3	2B	3B								
	79B to Lawrence via St. Clair	8'30"	10'	58+2	67+8	7B	7.5B														
	M-F Midday / Sat-Sun Late Morning																				
	79A to Lawrence via Foxwell	24'	23'	59+1	62+7	2.5B	3B	24'	24'	59+1	67+5	2.5B	3B	24'	24'	59+1	67+5	2.5B	3B		
	79B to Lawrence via St. Clair	24'	23'	57+3	62+7	2.5B	3B	24'	24'	59+1	67+5	2.5B	3B	24'	24'	59+1	67+5	2.5B	3B		
	PM Peak / Sat-Sun Afternoon																				
	79A to Lawrence via Foxwell	14'40"	17'	65+1	78+7	4.5B	5B	24'	24'	59+1	67+5	2.5B	3B	24'	24'	59+1	67+5	2.5B	3B		
	79B to Lawrence via St. Clair	14'40"	17'	62+4	77+8	4.5B	5B	24'	24'	59+1	67+5	2.5B	3B	24'	24'	59+1	67+5	2.5B	3B		
	Early Evening																				
	79A to Lawrence via Foxwell	24'	26'	56+4	71+7	2.5B	3B	25'	25'	50	57+5/6	2B	2.5B	25'	20'	50	57+3	2B	3B		
	79B to Lawrence via St. Clair	24'	26'	55+5	70+8	2.5B	3B	25'	25'	50	57+5/6	2B	2.5B								
	Late Evening																				
	79A to Lawrence via Foxwell	30'	30'	50+10	71+4	2B	1.5B	25'	20'	50	57+3	2B	3B	25'	20'	50	57+3	2B	3B		
	79B to Lawrence via St. Clair	30'	30'	52+8	70+5	2B	1.5B														

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		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Veh		
		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	
100 Flemingdon Park		Service reliability improvement																		
	AM Peak	3'30"	3'30"	66+4	64+6	20B	20B													
	M-F Midday	6'20"	6'20"	64+2	63+6/7	11B	11B													
	PM Peak	6'	7'	69+3	77+7	12B	12B													
	Early Evening	9'	9'20"	60+3	58+7/8	7B	7B													
	Late Evening	10'	10'	56+4	52+8	6B	6B													
102 Markham Road		Service reliability improvement																		
	AM Peak																			
	102A Warden Stn to Progress	20'	23'	73+7	78+14	4B	4B													
	102B Warden Stn to Steeles	20'	23'	108+12	119+19	6B	6B													
	102D Warden Stn to Major Mackenzie	20'	23'	151+9	163+21	8B	8B													
	Midday																			
	102A Warden Stn to Progress	20'	22'	74+6	72+16	4B	4B													
	102B Warden Stn to Steeles	10'	10'	100	106+14	10B	12B													
	102D Warden Stn to Major Mackenzie	30'	30'	148+12	160+20	2B	2B													
	PM Peak																			
	102A Warden Stn to Progress	20'	22'	80	78+10	4B	4B													
	102B Warden Stn to Steeles	20'	22'	110	106+15	5.5B	5.5B													
	102D Warden Stn to Major Mackenzie	20'	22'	160+10	161+26	8.5B	8.5B													
	Early Evening																			
	102A Warden Stn to Progress	18'	20'	66+6	67+13	4B	4B													
	102B Warden Stn to Steeles	10'	10'	93+7	98+12	10B	11B													
	102D Warden Stn to Major Mackenzie	30'	30'	135+25	147+23	2B	2B													
	Late Evening																			
	102A Warden Stn to Progress	30'	22'	60	57+9	2B	3B													
	102B Warden Stn to Steeles	10'	11'	85+5	83+16	9B	9B													
108 Driftwood		Service reliability improvement																		
	AM Peak																			
	108A Sheppard Stn to PV Stn via Grandravine	12'	15'	66+6	73+9/10	6B	5.5B													
	108B Sheppard Stn to PV Stn via Arleta	12'	15'	67+5	73+9/10	6B	5.5B													
	Midday																			
	108A Sheppard Stn to PV Stn via Grandravine	15'	17'	57+3	61+7	4B	4B													
	108B Sheppard Stn to PV Stn via Arleta	15'	17'	58+2	60+8	4B	4B													
	PM Peak																			
	108A Sheppard Stn to PV Stn via Grandravine	15'	17'	68+7	77+8	5B	5B													
	108B Sheppard Stn to PV Stn via Arleta	15'	17'	71+4	77+8	5B	5B													
	Early Evening																			
	108A Sheppard Stn to PV Stn via Grandravine	18'	22'	57+6	60+6	3.5B	3B													
	108B Sheppard Stn to PV Stn via Arleta	18'	22'	58+5	59+7	3.5B	3B													
	Late Evening																			
	108A Sheppard Stn to PV Stn via Grandravine	30'	25'	53+7	55+6/7	2B	2.5B													
	108B Sheppard Stn to PV Stn via Arleta	30'	25'	55+5	55+6/7	2B	2.5B													

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		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Vehicles		Headway		R.T.T.		Veh	
		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New
165 Weston Road North		Service reliability improvement																	
	AM Peak / SS Early Morning							10'	10'	95+5	90+10	10B	10B						
	Midday / SS Morning							9'30"	10'	102+12	110+20	12B	13B	9'	10'	95+4	100+10	11B	11B
	PM Peak / SS Afternoon							7'30"	8'30"	107+6	113+14/15	15B	15B	8'30"	10'	99+3	104+16	12B	12B
	Early Evening							10'	10'	101+9	101+19	11B	12B	10'	9'30"	95+5	93+11/12	10B	11B
	Late Evening							10'	10'	93+7	90+20	10B	11B	10'	10'	92+8	90+10	10B	10B
941 Keele Express	Two new stops added at St.Regis Crescent and at Whitburn Crescent / Downsview Park Boulevard to standardize express stop spacing.																		

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