

**Service Changes Effective December 21, 2025**

Route	Period / Service	M-F		Saturday				Sunday													
		R.T.T.		R.T.T.		R.T.T.		R.T.T.		R.T.T.											
		Headway Old	Headway 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/layover usually provided to round out the trip time as a multiple of the headway.																					
Values in bold italics have changed from the previous period.																					
Vehicle Types: F: Flexity B: Bus A: Artic Bus T: Train GT: Gap Train																					
Fractional vehicles indicate routes where vehicles switch between branches.																					
<b>306 Carlton Night</b>	Restored to normal routing. Service improved.																				
	<b>Overnight</b>																				
	306 Main Stn to High Park via Dundas	20'		120+20		7F		20'		120+20		7F		20'		120+20		7F			
	306 Main Stn to High Park		15'		<b>102+3</b>		7F		15'		<b>102+3</b>		7F		15'		<b>102+3</b>		7F		
<b>506 Carlton</b>	Restored to normal routing.																				
	<b>Early Morning</b>	10'	10'	157+13	<b>135+5</b>	17F	<b>14F</b>	10'	10'	140+10	<b>119+11</b>	15F	<b>13F</b>	10'	10'	141+9	<b>119+11</b>	15F	<b>13F</b>		
	<b>AM Peak / Early Morning S-S</b>	10'	10'	175+15	<b>152+8</b>	19F	<b>16F</b>	10'	10'	172+8	<b>151+9</b>	18F	<b>16F</b>	10'	10'	163+7	<b>141+9</b>	17F	<b>15F</b>		
	<b>Midday / Late Morning S-S</b>	10'	10'	188+12	<b>164+6</b>	20F	<b>17F</b>	10'	10'	172+8	<b>151+9</b>	18F	<b>16F</b>	10'	10'	163+7	<b>141+9</b>	17F	<b>15F</b>		
	<b>PM Peak / Afternoon S-S</b>	10'	10'	209+11	<b>182+8</b>	22F	<b>19F</b>	8'	8'	199+9	<b>175+9</b>	26F	<b>23F</b>	10'	10'	180+10	<b>157+13</b>	19F	<b>17F</b>		
	<b>Early Evening</b>	10'	10'	172+8	<b>148+12</b>	18F	<b>16F</b>	9'	9'	178+11	<b>154+17</b>	21F	<b>19F</b>	10'	10'	163+7	<b>138+12</b>	17F	<b>15F</b>		
	<b>Late Evening</b>	10'	10'	158+12	<b>132+8</b>	17F	<b>14F</b>	10'	10'	163+7	<b>139+11</b>	17F	<b>15F</b>	10'	10'	144+6	<b>123+17</b>	15F	<b>14F</b>		
<b>94 Wellesley</b>	Extra 94A service paralleling the 506 Carlton diversion removed.																				
	<b>Early Morning</b>																				
	94A Castle Frank Stn to Ossington Stn	10'	20'	56+14	56+14	7B	<b>3.5B</b>														
	94B Castle Frank Stn to Wellesley Stn		20'		<b>22+8</b>		<b>1.5B</b>														
	<b>AM Peak / Early Morning S-S</b>																				
	94A Castle Frank Stn to Ossington Stn	10'	20'	70+10	<b>70</b>	8B	<b>3.5B</b>	10'	20'	45+5	45+5	5B	<b>2.5B</b>	10'	<i>Nil</i>	55+5			6B		
	94B Castle Frank Stn to Wellesley Stn		20'		<b>26+4</b>		<b>1.5B</b>		20'		<b>19+11</b>		<b>1.5B</b>								
	<b>Midday / Late Morning S-S</b>																				
	94A Castle Frank Stn to Ossington Stn	10'	20'	69+11	<b>69+1</b>	8B	<b>3.5B</b>	10'	20'	59+11	59+11	7B	<b>3.5B</b>	10'	20'	55+5	<b>55+15</b>	6B	<b>3.5B</b>		
	94B Castle Frank Stn to Wellesley Stn		20'		<b>27+3</b>		<b>1.5B</b>		20'		<b>24+6</b>		<b>1.5B</b>		20'		<b>21+9</b>		<b>1.5B</b>		
	<b>PM Peak / Afternoon S-S</b>																				
	94A Castle Frank Stn to Ossington Stn	10'	20'	77+13	77+13	9B	<b>4.5B</b>	10'	20'	70+10	70+10	8B	<b>3.5B</b>	10'	20'	62+8	62+8	7B	<b>3.5B</b>		
	94B Castle Frank Stn to Wellesley Stn		20'		<b>30</b>		<b>1.5B</b>		20'		<b>29+11</b>		<b>1.5B</b>		20'		<b>25+5</b>		<b>1.5B</b>		
	<b>Early Evening</b>																				
	94A Castle Frank Stn to Ossington Stn	10'	20'	59+11	59+11	7B	<b>3.5B</b>	10'	20'	58+12	58+12	7B	<b>3.5B</b>	10'	20'	54+6	54+6	6B	<b>3B</b>		
	94B Castle Frank Stn to Wellesley Stn		20'		<b>23+7</b>		<b>1.5B</b>		20'		<b>22+8</b>		<b>1.5B</b>		20'		<b>20</b>		<b>1B</b>		
	<b>Late Evening</b>																				
	94A Castle Frank Stn to Ossington Stn	10'	20'	50+10	<b>50</b>	6B	<b>2.5B</b>	10'	20'	50+10	<b>50</b>	6B	<b>2.5B</b>	10'	20'	46+4	46+4	5B	<b>2.5B</b>		
	94B Castle Frank Stn to Wellesley Stn		20'		<b>18+12</b>		<b>1.5B</b>		20'		<b>30</b>		<b>1.5B</b>		20'		<b>17+13</b>		<b>1.5B</b>		

