

Service Changes Effective Sunday, April 1, 2018																			
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 A: ALRV F: Flexity B: Bus AB: Artic Bus																			
Reconstruction of The Queensway, Humber Loop and Lake Shore Boulevard																			
501 Queen	The schedule for 501 Queen was modified in mid-February in anticipation of the re-opening of Humber Loop depending on construction progress. No change is required for April 2018. The schedules taking effect on Sunday, May 13, 2018 will reflect a resumption of streetcar service through to Long Branch Loop. Actual implementation depends on construction status. 501L buses from Long Branch will loop via Humber Loop if a workable route can be devised, but otherwise they will loop at Windermere and connect with streetcar service there. (This is subject to confirmation.)																		
66 Prince Edward	Schedules revert to May 2017 versions.																		
	AM Peak / Sat-Sun Early Morning																		
	66A Old Mill Stn to Qsy/Windermere	12'		38+4		3.5B		24'		34+2'		1.5B							
	66A Old Mill Stn to Humber		12'		26+4'	2.5B			30'		22+8'		1B						
	66B Old Mill Stn to Lake Shore	12'	12'	40+2	40+2'	3.5B	3.5B	24'	30'	28+2'	28+2'	1.5B	1B						
	Combined	6'	6'			7B	6B	12'	15'			3B	2B						
	M-F Midday / Sat-Sun Late Morning																		
	66A Old Mill Stn to Qsy/Windermere	18'		36'		2B		18'		36'		2B		18'		36'		2B	
	66A Old Mill Stn to Humber		20'		24+6'	1.5B			20'		24+6'		1.5B		20'		24+6'		1.5B
	66B Old Mill Stn to Lake Shore	18'	20'	30+6'	30'	2B	1.5B	18'	20'	30+6'	30'	2B	1.5B	18'	20'	30+6'	30'	2B	1.5B
	Combined	9'	10'			4B	3B	9'	10'			4B	3B	9'	10'			4B	3B
	PM Peak / Sat-Sun Afternoon																		
	66A Old Mill Stn to Qsy/Windermere	12'		42'		3.5B		18'		36'		2B		18'		36'		2B	
	66A Old Mill Stn to Humber		12'		30'	2.5B			20'		24+6'		1.5B		20'		24+6'		1.5B
	66B Old Mill Stn to Lake Shore	12'	12'	38+4'	38+4'	3.5B	3.5B	18'	20'	30+6'	30'	2B	1.5B	18'	20'	30+6'	30'	2B	1.5B
	Combined	6'	6"			7B	6B	9'	10'			4B	3B	9'	10'			4B	3B
	Early Evening																		
	66A Old Mill Stn to Qsy/Windermere	18'		36'		2B		18'		36'		2B		24'		34+2'		1.5B	
	66A Old Mill Stn to Humber		20'		24+6'	1.5B			20'		24+6'		1.5B		30'		24+6'		1B
	66B Old Mill Stn to Lake Shore	18'	20'	30+6'	30'	2B	1.5B	18'	20'	30+6'	30'	2B	1.5B	24'	30'	28+2'	28+2'	1.5B	1B
	Combined	9'	10'			4B	3B	9'	10'			4B	3B	12'	15'			3B	2B
	Late Evening																		
	66A Old Mill Stn to Qsy/Windermere	24'		34+2'		1.5B		24'		34+2'		1.5B		24'		34+2'		1.5B	
	66A Old Mill Stn to Humber		30'		24+6'	1B			30'		22+8'		1B		30'		24+6'		1B
	66B Old Mill Stn to Lake Shore	24'	30'	30+6'	30'	1.5B	1B	24'	30'	28+2'	28+2'	1.5B	1B	24'	30'	28+2'	28+2'	1.5B	1B
	Combined	12'	15'			3B	2B	12'	15'			3B	2B	12'	15'			3B	2B

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		Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New	Old	New
56 Leaside	Reliability adjustment																		
	AM Peak																		
	56A Donlands Stn to Eglinton Stn	24'	19'	69+3'	62+14'	3B	4B												
	56A Tripper					1B	1B												
	56B Donlands Stn to Brentcliffe	24'	19'	37+11'	31+7'	2B	2B												
	Combined	12'	9'30"			6B	7B												
	Midday																		
	56A Donlands Stn to Eglinton Stn	18'	18'	67+5'	62+10'	4B	4B												
	PM Peak																		
	56A Donlands Stn to Eglinton Stn	24'	18'	69+3'	66+15'	3B	4.5B												
	56B Donlands Stn to Brentcliffe	24'	18'	37+11'	36+9'	2B	2.5B												
	Combined	10'	9'			6B	7B												
	Early Evening																		
	56A Donlands Stn to Eglinton Stn	24'	20'	48'	50+10'	2B	3B												
Late Evening																			
56A Donlands Stn to Eglinton Stn	24'	25'	45+3'	40+10'	2B	2B													
74 Mt. Pleasant	Reliability adjustment																		
	AM Peak / Sat-Sun Early Morning	17'	15'	66+2'	53+7'	4B	4B	30'	25'	60'	43+7'	2B	2B						
	Midday / Sat-Sun Late Morning	22'	19'	62+4'	50+7'	3B	3B	22'	18'	62+4'	45+9'	3B	3B	22'	18'	62+4'	46+8'	3B	3B
	PM Peak / Sat-Sun Afternoon	20'	17'	76+4'	59+9'	4B	4B	24'	18'	64+8'	47+7'	3B	3B	24'	18'	64+8'	46+8'	3B	3B
	Early Evening	22'	18'	66'	46+8'	3B	3B	30'	25'	60'	42+8'	2B	2B	30'	25'	60'	42+8'	2B	2B
	Late Evening	30'	25'	60'	41+9'	2B	2B	30'	25'	60'	42+8'	2B	2B	30'	25'	60'	42+8'	2B	2B
113 Danforth	Reliability adjustment																		
	AM Peak / Sat-Sun Early Morning	13'	12'	52'	56+4'	4B	5B	24'	30'	48'	52+8'	2B	2B						
	Midday / Sat-Sun Late Morning	30'	23'	57+3'	61+8'	2B	3B	18'	16'	54'	58+6'	3B	4B	24'	30'	48'	52+8'	2B	2B
	PM Peak / Sat-Sun Afternoon	15'	14'	60'	64+6'	4B	5B	18'	16'	54'	58+6'	3B	4B	20'	20'	48+12'	52+8'	3B	3B
	Early Evening	24'	20'	48'	52+8'	2B	3B	30'	20'	54+6'	58+2'	2B	3B	30'	30'	45+15'	49+11'	2B	2B
	Late Evening	24'	30'	48'	52+8'	2B	2B	30'	30'	45+15'	49+11'	2B	2B	30'	30'	45+15'	49+11'	2B	2B
Pioneer Village Late Night Changes																			
Last trips on several bus routes will be adjusted so that they will connect with the last northbound subway train at Pioneer Village Station .																			
1 Yonge-University	Last NB Train	2:32 AM						2:26 AM						2:26 AM					
	41 Keele	The last SB trip will operate through Pioneer Village Stn to connect with the last NB train M-F.																	
60 Steeles W EB		2:44 AM						2:36 AM						2:34 AM					
	60B Steeles W WB	2:40 AM						2:34 AM						2:34 AM					
106 Sentinel SB	2:38 AM						2:34 AM						2:34 AM						
107 St. Regis	2:40 AM						2:34 AM						2:34 AM						

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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
Miscellaneous Changes																			
1 Yonge-University	The departure times of two AM peak trains northbound from Wilson Yard have been shifted earlier to improve operations.																		
35 Jane	PM Peak buses formerly operated from Mount Dennis Division transferred to Arrow Road Division.																		
39 Finch East	Reliability adjustment and service reallocation																		
	AM Peak																		
	39A Finch Stn to Nielson	4'30"	5'	96+3'	101+4'	22B	21B												
	39B Finch Stn to Old Finch/Morningview	18'	15'	108+9'	113+7'	1B	1B												
	39C Finch Stn to Vic Pk/Gordon Baker	9'	10'	54'	58+2'	6B	6B												
	Combined	3'	3'20"			29B	28B												
	Midday																		
	39A Finch Stn to Nielson	6'30"	6'	89+2'	80+10'	14B	15B												
	39B Finch Stn to Old Finch/Morningview	19'30"	18'	101+10'	92+16'	1B	1B												
	Combined	6'30"	6'			15B	16B												
	PM Peak																		
	39A Finch Stn to Nielson	6'	14'	100+2'	104+8'	17B	8B												
	39B Finch Stn to Old Finch/Morningview	18'	14'	112+8'	116+10'	1B	9B												
	39C Finch Stn to Vic Pk/Gordon Baker	12'	14'	56+4'	61+9'	5B	5B												
	Combined	4'	4'40"			23B	22B												
	Early Evening																		
	39A Finch Stn to Nielson	16'	16'	86+2'	70+10'	5.5B	5B												
	39B Finch Stn to Old Finch/Morningview	16'	16'	98+6'	82+14'	6.5B	6B												
	Combined	8'	8'			12B	11B												
	Late Evening																		
	39A Finch Stn to Nielson	9'	9'	72'	59+13'	8B	8B												
47 Lansdowne	Reliability adjustment																		
	PM Peak																		
	47A Queen to St. Clair	13'	13'30"	36+3'	42+12'	3B	4B												
	47B Queen to Yorkdale via Bridgeland	26'	27'	91'	105+3'	3.5B	4B												
	47C Queen to Yorkdale via Orfus	26'	27'	91'	105+3'	3.5B	4B												
	Combined	6'30"	6'45"			10B	12B												
63 Ossington	This route will be transferred from Mount Dennis Division to Wilson Division.																		
73 Royal York	The previously approved discontinuation of service on 73B Royal York to La Rose Avenue will not be implemented until the interlining with 76 Royal York South concludes. This is tentatively planned for December 2018.																		

