EGLINTON WEST
October 14, 1936 To March 6, 1954

Rush hour trips wyed at Heddington Av, and later extended to Castlewood Rd on December 14, 1939. By September 23, 1943 Castlewood short turn service is permanently discontinued.

Beginning February 10, 1938, the routing was revised to travel south on Oakwood Av and wye at Lanark Av. Route revised on March 10, 1947 to serve Times Rd and wye at Hopewell Av. Service along Times Rd was discontinued on April 1, 1949, and a new looping pattern was established using Alameda Av, Lanark Av and Oakwood Av.

Yonge Subway construction required a temporary routing change from May 28, 1952 until March 6, 1954 as the Yonge-Eglinton Loop was no longer available for bus service.
An expansion of Eglinton West service commenced September 1, 1963 as service was expanded between Gilbert Loop and Weston Road. Buses turned via Weston Rd, York Av and Guestville Av. The route began using Pearen Loop beginning December 13, 1963, and service along Weston Rd, York Av and Guestville Av was discontinued.

Rush hour Express service introduced on December 12, 1955. Buses operate non-stop between Yonge St and Oakwood Av, then local to Gilbert Loop. On July 4, 1957 Express trips begin stopping at Bathurst St.
32 EGLINTON WEST
January 3, 1971 To January 27, 1978


Route extended at some hours from Royal York Rd to Martin Grove Rd effective October 16, 1972. The route originally looped via Eglinton Av, Willowridge Rd, Richgrove Dr and Martin Grove, but was reversed at a later date.

All service extended from Royal York Rd to Martin Grove Rd beginning September 2, 1973.

Effective November 26, 1972, 32C service to Pearen Loop replaced by a new branch operating on Trethewey Dr that replaced former 83 Trethewey route. Buses looped via Wright Av, Pine St, Lawrence Av and Jane St.

32A service extended from Gilbert Loop to Pearen Loop starting February 4, 1974.

New 32B service Carlingview Industrial Area is introduced on November 25, 1973.
32 EGLINTON WEST
January 28, 1978 To February 13, 1994

Route modified to serve the Spadina Subway (Eglinton West Station) on January 28, 1978. Rush hour service on Route 32 now runs between Eglinton West Station and Pearen Loop. On February 5, 1979, Route 32A provides service in the AM rush hour between Pearen Loop and Eglinton Station.

Effective November 22, 1980, service at all times extended from Martin Grove Road to Renforth Drive.

November 21, 1980 is the last day of service for this branch. Service now terminates at a new loop located near Eglinton Avenue and Renforth Drive.

Due to concerns exiting Renforth Loop, the route was revised by operating via Eglinton Avenue, Commerce Boulevard, Skymark Avenue, and Explorer Drive. This extension operates in the City of Mississauga. The loop was reversed effective March 28, 1993.

New service to Jane and Emmett introduced September 2, 1980.

Founded: February 9, 1987

BLUE NIGHT ROUTE 307 ESTABLISHED FEBRUARY 9, 1987
Overnight service on 307 is extended to Pearson International Airport, Terminal 2 and the former Administration Building effective April 1, 1999.

Skymark Av
Commerce Blvd
On March 27, 1994, rush hour trips added from Eringate Dr & Renforth Dr to Eglinton West Station while other trips are extended to Eglinton Station. These trips serve Michael Power / St. Joseph's High Schools.

EXPRESS SERVICE COMMENCES FEBRUARY 14, 1994. SERVICE STOPS AT SELECTED BUS STOPS BETWEEN WESTON ROAD AND EGLINTON WEST STATION. ALL STOPS ARE MADE WEST OF WESTON ROAD.

On February 18, 2002, the routing is revised to serve Terminal 3, then Terminal 2 (dashed line). The routing was later expanded on August 1, 2004 to serve Terminal 1. As of this date, 307 service serves Terminal 3, then Terminal 2, then Terminal 1. Several routing changes take place between February 2006 and February 2, 2007. Terminal 2 closes (January 2007) and trips operate to Terminal 3 then Terminal 1.

Beginning February 18, 2002, 32B service is extended west to the Airport Corporate Centre in cooperation with the City of Mississauga.

Effective September 6, 2005, Skymark trips are designated as 32A.

When service commenced on February 18, 2002, the 32B routing operated west on Eglinton Av and north on Creekbank Rd. The loop was expanded on April 14, 2003 to operate via Eglinton Av, Matheson Blvd Extension and Tech Av.

A new bus terminal at Eglinton Station replaces the original bus terminal opened in 1954. Effective April 4, 2004, buses enter and exit the new terminal via Duplex Av.

The map is drawn by John F. Calnan.