



Feedback on IDC Mumbai Rail Map

We launched the Mumbai Rail Map on Dec 1st, 2013.

Most of the Map corrections related to content were crowd-sourced and therefore we would like to thank all the people for their valuable suggestions. We have done our best to accommodate all these for the launch of the **Version 4** of the map on **January 1st, 2014**.

01. Saileswar Mahakud Dec 1

Was travelling for the first time today .. and saw a map above exit doors in trains.. that mapped routes.. so I guess maybe average time duration between stations would be helpful for first time travellers.. and this map is nicely laid out.

02. Cameron Booth Dec 2

While naming the lines on the map is a good practice to assist colour-blind users, I think there's a bit of overkill here for a map this simple. The Central and Western Lines are labelled no fewer than four times each — the one for the Western Line at the bottom left of the map is particularly egregious as the route lines have to take a little jog to the left to accommodate it!

The only part of the map that I would change completely if I had a chance is the grid system. While it's laudable that the designers have attempted to come up with an new, easier way to locate stations on the map (and it's very clearly explained in the legend of the map), I feel that the end result has way too much visual importance. The numbers that denote each square are large and visually distracting, and can't be placed in a consistent location because the actual map (the important stuff!) gets in the way. The haphazard placement of these numbers combined with the checkerboard pattern also makes the map look more than a little like a

board game, which probably wasn't the intended result.

In my opinion, the traditional letter-number grid system — a system that almost all map users around the world are familiar with through years of exposure to it — would work much better here. The letters for the columns (A-D) and numbers for the rows (1-6) could be placed discreetly in the orange border around the map and the distracting numbers removed completely from the main map. If required, the smaller “Find Your Station” grid in the legend could spell out the full grid location within each square (In the example they use, Wadala Rd. station would be at B-4).

Apart from that, there's just a few missing spaces between words to be fixed and consistency checks to be done — the map needs to use either “Rd.” or “Road” in station names, not both. Space limitations would seem to suggest that the former would be more appropriate here.

03. Kalpesh Mahajan Dec 2

Design of Mumbai Suburban Rail Map is excellent. It is really easy to find any station. There are some suggestions as a every day user of central railway line.

1. Fast train of central railway line stops at Dombivali station.
2. Fast train of central railway line do not stops at diva station.(there are chances of getting confused in interchange station and train stop notation for Diva station)
3. There are some train which travels Dahanu - Panvel which stops at Kopar - Diva JN - Dombivali also.

04. Ashish Pathak Dec 2

I happened to notice a few things which I felt were misinforming. I may be wrong too. Please find attached the bits that I think are misleading. In most cases, it is the colour coding. For eg;

all stations from Dativali to Roha on Indian Railways are colour coded in 'grey' in find the station section. But Bhiwandi to Juchandra are colour coded in yellow. Found that a bit confusing. And some others too like Vithalwadi. Would Dadar need a 'pink box' too to represent Western line in the find your station colour coding? Do find attached a few such things. I hope they give you a clear idea of what could be wrong.

05. Sagar Dubey Dec 3

I hope your future project involves making this map for display inside the train compartments too. My suggestion would be to start a Kickstarter project. I'm sure Mumbaikars will contribute heavily.

06. Shunal Doke Dec 3

Great work on the map, guys. I tried it out by looking for random stations and it worked beautifully. I hope you guys find the time later to turn this into a mobile and tablet app as well, as I think the interactivity of being able to tap on a nap from any list to find it will only help.

07. Dilip Apte Dec 3

What needs to be done now is join the gaps- in it- that is the Karjat-Panvel-Diva line . The Pragati Express takes that route.

08. Dhruv Sodani Dec 4

Just a thought but next attempt could be made into making it blind friendly.

09. Raghuram Chimata Dec 4

While going through the final version of the map I found some errors with regards to Trans-harbour line, which I would like to bring forth before the map goes into circulation as indicated in the website. 1. The trans-harbour line which has been indicated as 'Thane-Nerul/Vashi' at the bottom right corner of the map is actually 'Thane-Panvel/Vashi'. 2. The trans-harbour line

has been ended at Nerul, which is wrong as the line does not end at Nerul. It extends till Panvel.
3. The trans-harbour line has fast trains as well (2 in the morning rush hour & 2 in the evening rush hour) which run from Thane to Panvel & Panvel to Thane. The trains stop at Kharghar, Belapur, Nerul and Kopar Khairane stations en route.

10. **Nikhilesh Haval** Dec 2

Excellent work.. I am sure this will come in use by many travellers to the city. It would be a shame if this very creative and well thought out work is not used by the suburban railways. Maybe the guide books from Lonely Planet, Rough Guides, DK etc would be happy to feature it, even pay for it.

A feature of the London Underground map is that it does not have any geographical features and is not to scale either. And honestly I never needed the geographical features for reference. So you could potentially simplify the mumbai map by removing the geography.

One thing that the London Underground map doesn't have is which side the platform is going to be, even the maps on the trains itself don't have it.. always miss this feature especially at rush hour to plan the exit!

Average times between stations as suggested by Saileswar is good but may complicate matters. In London underground, the time scales are provided at the station platform FYI.

11. **Mandar Rane - replied** Dec 7

As you said London underground does not have Map, but the most important clue is the river Thames and geographical clues are important for a latent need of clarifying the mental model of the traveler, though not a priority for a first time traveler because of this anxiety. Paul Mijksenaar: Visual function book is a nice read for this. Your second point is strange about which side the platform comes is not told, not sure about

London but in countries abroad it is announced in the train itself before the station is going to arrive, my experiences are for Korea, Japan and Amsterdam. All these have digital displays with announcements. Average time we are trying to incorporate, it will be useful.

12. Amit Sheth Dec 2

Good work. I see the Harry Beck influence. Which is why i initially mistook the box numbers for zones.

13. Rigved Shenai Dec 2

Taking London's maps and just converting for Mumbai, too easy a way out. Leaving out the most crucial question, "Bhai, Ghatkopar kis side ayega" shows real inexperience in travelling and doing armchair research. Good initiative, but too little value addition over previous simpler versions. such as these http://transportformumbai.com/mumbai_local_train_routes.php

14. Shravan Muralidhar - replied Dec 2

Rigved I think your comments will tone down when you read through the process and details on the website link given above. when there is a successful design solution ready, there is no harm in using it. There is a lot of technical updates in terms of usability of the map. "Bhai Ghatkopar kis side ayega" "Bhai yeh to bohut saare station pe, platform aane tak pata nahin chalta"... this information changes very frequently and not suitable to include in a printed map. When patiently looked through there is a good lot of changes form the map link you have posted.

15. Veena Sonwalkar Dec 3

It is a good visual enhancement over the map in the link Rigved has shared. From communication design perspective, there's not much difference. In the West, folks are used to driving/taking a train north/south (Uptown/downtown) or east/west. The same does not work in India,

which this map misses. It would be interesting to see how folks who can read little or don't read English or Hindi (Bombay being a place of immigrants) will interpret this map.

16. Vallabh Munshi Dec 2

Congratulations to Snehal and Jaikishan for this great work. This probably is the best version of Mumbai local train map. I just wanted to point out the hidden meanings that may come out of an abstract diagram - The distance between Elphinstone Rd. and Parel is walkable, by that logic, would the distance between Charni Road and CST also be misunderstood to be walkable?

17. Quentin Newark Dec 2

Hmmm. Logo more than a passing resemblance to London Underground. Detail of map, more than a passing resemblance to Vignelli's NY subway map. A shame. This was not inevitable. India has such a rich visual culture to draw on, such distinctive forms, colours, iconography. A case of diminished confidence.

18. Mike Dempsey Dec 2

And I think Harry Beck needs a nod.

19. Deshna Mehta - replied Dec 2

Quentin: Perhaps you are right - but this is definitely a step in the direction/ Simplification and functionality for a start and then maybe what you say/ Mike: The designers are inspired by Harry Beck and they state that in the interview : Our trains are not underground then why did you choose to do a map which looks like a London underground?

Mr. Beck's London underground map is a visual system which solves problems of navigation and therefore we think it is not necessarily about underground trains. It is orderly and tries to reduce clutter by segregation. Navigation from one location to the other is easier. Colour coding is introduced for proper differentiation within lines. So adoption of such a methodology of map

helps in solving navigation problems and detours for the traveller. We thought there is no need to force a personal style for designer satisfaction when the visual system works. Our map is diagrammatic representation of Mumbai local train network mapped over slightly abstracted geography presented graphically. It shows relative position of stations along the lines.

20. Binit Vasa Dec 2

Quentin: Mumbai does have the hangover of the British Underground roundel since the conception of our rail system. And yes, the map is largely Henry Beck's adaptation simply because they are the epitome of best practices in the organisation of information / data visualisation. Neither Beck nor Vignelli were influenced by their heritage / visual arts while making the system, unless I am wrong? If at all, their originality became a part of our current visual consciousness. Yes, the Mumbai map is not 'Indian' visually but the question is 'Does it need to be even remotely ornamental when it's an entirely functional device, best presented in a Globally acceptable format?'. Would be great to know your thoughts

21. Saurabh Karandikar Dec 2

A case of diminished confidence??? Really, Quentin! The train system, stations and junctions are not born out of Indian mythology and do not have a cultural origin. Any use of motifs and cultural iconography would go against usability, or at best would have served as some designer's overt attempt at Indianising a piece of transport technology that is clearly the product of the western industrial age. Your comment sounds like "Hey someone took my red line and blue line! That is copyright UK" Let us be practical and applaud the effort.

22. Aditya Palsule Dec 2

Not to sound pedantic, but the reason this works so well and indeed why the 'Tube Map'

does too is that it is more a diagram than a map. Harry Beck understood this very well which made his design a classic.

As to the roundel, the Brits built the railways in the first place and we still use most of that iconography. So no it isn't a copy, simply a shared heritage

23. Quentin Newark Dec 2

Hmmm. Lets see. Logo first. The London Underground logo is derived from a diagrammatic representation of a wheel. British Rail's was too until the brilliant plan view of interconnecting lines by the Design Research Unit replaced it. Many rail systems have wheel based logos, Denmark, at least one German. I could Google for a more complete list, but so could you. The London Underground has become so iconic, such an ultimate, such a last word, that it becomes something to avoid, no? Find a fresh direction? Somehow...

Of course the basic materials of the map have to be lines and colours to differentiate those lines, but its the detail of the way those necessary elements are rendered that matters. Harry Beck drew his map in an era when pure bold geometry was in vogue. The bold black circles on his map are like the bold black circle of the "o" in the Johnson font or Gill. His angles, his out of the box colours smack of that era too. But it was Mike drawing comparison with Beck. I think the map as it is leans towards Vignelli... with its softer 70s colouring and softer bendy tube-y lines. My point was that Indian culture is so unbelievably over-packed with amazing forms and attitudes to colour and shape that are fresh and nowhere near Beck or Vignelli or Deco or Swiss information graphics...

24. Mike Dempsey Dec 2

An elephant. You won't forget that

25. Quentin Newark Dec 2

Its nothing to do with ornament, but detail.
I think it is possible for there to be an Indian graphics, even a Mumbai graphics, just as British graphics is distinguishable from New York or West Coast...

26. Mike Dempsey Dec 2

My elephant quip was just an attempt to cheer things up a bit. Everyone has got far too serious about this. The map is absolutely fine. It's a piece of graphics not a cure for cancer. Lighten up.

27. Mandar Rane Dec 2

Quentin it seems you are referring to this image on the left is a previous iteration of the version student was exploring and not the final one. Correct me if I am wrong. The final map is on the download link. <http://mrane.com/railmap.php>

28. Quentin Newark Dec 2

Mandar. Great link. Much more useful. Loving the shading to soften the weight of the line, why was the Hindi dropped?, and the very useful ticket info?, the magenta/orange not colours you would usually see together... I am blundering. I had no idea this was student work, which is a huge complement.

29. Rushabh Acharya Dec 3

There is little small mistake in this map. I hope they rectify. Vasai to Diva line is not direct . It's goes above the Kopar - Dombivili area and moves round where one line goes toward #Panvel - #Uran and another moves round towards #Diva junction.

30. Neale Desousa Dec 3

Here is something the authors might like: <http://www.stonebrowndesign.com/los-angeles-freeways.html>

31. Quentin Newark Dec 3

Mike, the possibly not always compatible needs for young Indian designers to be good modern

designers, and yet also distinctly Indian, are powerful needs. Some wonderful thinking about this vexed issue here: <http://mrane.com/intellectualob.php>

Read the book “Intellectual Observers”, it explores the gap between Western Modernism and regional India, and possible ways of Indian identity not disintegrating in the face of universal brands...

32. Mandar Rane Dec 3

Thanks Quentin. That is the reason I named it intellectual observers, I don't know whether the thought is intellectual but I am observer for sure. I just observe, present at conferences but the world in front of me does not change. Should I point out the change or do it? So thought lets do it. Therefore the Map by my students.

33. Ravi Apte Dec 3

Finally.. Something to match subway maps of NYC, London and Tokyo
<http://www.mta.info/maps/submap.html>
http://www.bbc.co.uk/london/travel/downloads/tube_map.html
http://www.tokyometro.jp/en/subwaymap/pdf/routemap_en.pdf

Companies should print this and also put their own advertisements on the back. The maps should be folded using the “Miura Fold” as shown to be wallet size (2” x 3”)

<http://lifehacker.com/.../the-miura-fold-is-how-you-d-fold...>

34. Quentin Newark Dec 3

Mandar, I looked for on the internet, but could not find (yet), a transit map of Bangkok – a city which has appalling grid-locked traffic everyday – drawn by an artist, that shows every major place connected; a hoped-for situation very very far from the real one. It is Utopian graphics.

35. Rohan Cyril Barboza Dec 3

Now make one for the BEST buses.

36. Hemant Yadav Dec 3

Please rectify these -

1. Dombivli's code is DI and not DL
2. Nerul is a terminal station only for Trans-Harbour line and not harbour line, so the terminal station code 'NU' should be coded purple and not green.
3. Panvel-Diva - Kopar-Vasai-Boisar-Dahanu route : There are trains originating from Diva which either goes towards Vasai or Panvel. On the Diva-Vasai route, Kopar is a station which is built on top of Kopar on CR Main line. Some Panvel- Vasai/boisar/Dahanu trains do not have Diva as a stop but Kopar is a stop and there is a train in the morning from Dombivli which goes to Boisar... again here Diva is not on this route...
Not sure how would you incorporate this in the map... but this route would be important in the coming years considering trains from Rajasthan/Gujarat bypass mumbai by diverting on this route at Vasai and then taking the Kalyan- Pune route. PLS see GOOGLE MAPS to master this
4. I've seen most maps and King's circle station is shown between CR and WR tracks while the station is located on the eastern side of Matunga CR station.
5. Also, the trans-harbour route has been extended till Panvel and has Belapur and Panvel as terminal stations as well
6. Chembur, Mankhurd, Malad, Goregaon, Byculla too are terminal stations I believe. Some trains do start from Churchgate, CST bound for these stations
7. Lokmanya Tilak Terminus' trail should start after Vidyavihar station and should end somewhere near Tilak Nagar station and not vice-versa. Trains go to and fro upwards not downwards, the way it is shown. It should be shown exactly how Bandra Terminus' trail is.
8. There are 4 lines now till Virar.
9. If possible show FOBs joining Matunga

- CR and Matunga Road stations and Parel - Elphinstone stns.
10. Many fast trains halt at stations like Mulund, Bhandup, Vikhroli on CR... This should be mentioned somewhere in the legend or at least fast train mark should be on Mulund as many fast trains halt there and some new CR maps show Mulund as a fast train halt stn'

37. Mandar Rane Dec 3

Point 2,4 and 7 we corrected. Other points we will correct soon. You are right point 3 is tricky. Thanks. great feedback

38. Hemant Yadav Dec 3

Hey Mandar, thanks for considering these. Yes, point 3 is tricky and none of the maps have mastered this. Hope this is the first regarding 1) I know many previous maps show DL as the code for Dombivli but it's not true. Go to any station on CR, you'll see DI as the code on the indicator.

39. Mandar Rane Dec 3

Interesting . I just got a reply from the PRO Central Railway. The indicator in the train and the code for Train in the timetable is DL whereas the station code is DI. One guess, as per your observation it might be a lower case 'L' which looks like an 'I'

40. Hemant Yadav Dec 3

Interesting... I've been travelling in CR for all these years, until 6th Oct, the indicator showed DI in Caps. R u sure it's not the other way round. tagging some Dombivlikars to confirm.

41. Mandar Rane Dec 3

Dear Hemant, your Point 1 is right. Its 'DI' in the indicator. Indicator code should be given preference because traveler is concerned with the indicator. We updated it in the map. Thanks from all of us here.

42. Hemant Yadav Dec 3

Hey it's my pleasure to contribute in giving

back to this beloved city of ours Thanks. Hello Mandar, point 3 is still not clear... In the corrected version, Kopar stn is not shown on the Diva-Vasai route... Kopar stn's plat 1&2 are on the CR main line and plat 3&4 are on the diva/Panvel - Vasai route. You may show the Diva-Vasai track intersecting Kopar stn or make another one beside the existing Kopar stn on the map....attaching an illustration to bring some clarity... also a Foot overBridge connects both the part of stations

43. Mandar Rane Dec 3

You are right! Yes we repairing it. Hemant Version 3 of the Map launched

44. Hemant Yadav Dec 3

Hey Mandar, great work on point 3 and I can see some other changes as well which I'm sure you must've checked the IR PRO to get them right. Two things I'd like you to draw attention to... though not major, you may relook... 1) Goregaon, Malad, Bhayandar bound trains have increased in the past... u may want to make them terminal stations. 2) I feel from Diva to the grey circle there should a little curved line to show Diva-Kopar-Vasai route. Hope this map comes alive at Mumbai's stations. Cheers to the team

45. Mandar Rane Dec 3

Sure, will work on these and update. We are also changing the line color of the fast and slow line to be same. It's confusing for some people. People think these are two lines.

46. Hemant Yadav Dec 3

Not sure if changing colors of the lines is a good idea. May be those who are new to the city might get confused...couldn't see from their eyes. In my opinion, the color is the same and the darker shade well represents the fast line and it's written also at the bottom. May be pasting a FAST overlap on the line at 2-3 places should do the trick. Anyway, u guys are the experts at

aesthetics, u know better.

47. Prof. Narayan Rangaraj Dec 9

1. The Trans-Harbour services are probably Thane to Panvel (i.e. not just Thane to Nerul).
2. Up to Nerul).
3. Nalla Sopara is probably the spelling (with a double l).
4. Kings Circle should be King's Circle (not sure!)
5. I think it is Palasdhari (with an h)
6. There are services from Diva to Vasai, so that grey line from Diva can have a small curve to indicate that.
7. Mahim interchange is very easily possible from Harbour to Western, so you can indicate the same way you have done it at Parel-Elphinstone.
8. Matunga-Matunga Rd is probably a walkable interchange, don't know if you want to show it.
9. Lokmanya Tilak Terminus is actually very close to Tilak Nagar, which is the suggested local train station for boarding trains from LTT.
10. There is at least one station between Panvel and Karjat (Chowk?)
11. Space between Elphinstone and Rd and between Kanjur and Marg?
12. There are WR services terminating at Bhayandar and also a couple of annoying services terminating at Goregaon and also Malad, I think.
13. The fast line on Western actually goes all the way to Virar (i.e. there are 4 lines all the way) and some locals go do on the fast track, halting everywhere. On Central also, it is a bit ambiguous, appearing as if fast trains do not go beyond Kalyan, but I'm willing to live with that.
14. The big decision is Monorail! That may start before the Metro. At least from Chembur to Wadala it is almost ready and trial runs are on in full swing.

48. Chaitanya Kanuri Dec 7

I don't have feedback on the map itself, but on 'accessories,' if they can be so called. If you're having an audience with the railway authorities, I think this would be a great opportunity to

push for designing the signage at the stations as well, for better clarity. A map at the entry/ exit of every station with that particular area of Mumbai and the position of the station marked on it would help people find their way to places outside the station. In the same way, there should be an important push for incorporating the railway map into the map of Mumbai on Google maps, and the public transit option made available for getting directions from one place to another in Mumbai. For a second phase of the project, one could consider adding on bus routes to every local train station, perhaps as an appendix. I've recently moved to Paris 3 months ago, and the metro and its incorporation in Google maps is so intuitive that I never even had to ask anyone about how to use it.

49. V. Chandrasekar - PRO- C.R. Dec 5

Central Railway - Terminal Station Codes
Asangaon – AN, Vadala Road – VD (station name spelling starts with V not W), Chembur – CM, Mankhurd – M, Panvel – PL

50. Husain Barbhaiwala Dec 5

I was wondering if there is an intent to taking this further by providing real time updates for train timings? and thus integrating that to the You Are Here (YAH) feature spoken about on the website!

51. Chuck S Dec 5

I just noticed a minor typo on the map and might be a quick fix for you guys.

The legend shows MTRS for the metro rail and the map says “MRTS”. I believe MRTS is correct for Mass Rapid Transit System. It would be great if you can fix and update it.

52. Nilesh Kale Dec 4

One question: Why have 2 different coloured train lines showing slow and fast trains on each line?

Ideally the size of station stops (the oval/rect graphic) can indicate the fast and slow stops? Maybe there is a distinction I do not understand

53. Vijay Joshi Dec 4

If it can be still modified, the Versova Ghatkopar stations named and shown are I suppose not accurate (It should be Versova- D.N.Nagar, Azad Nagar, Andheri, WEH). Please check that.

Also the link shown from LTT station is towards Kurla, it should be towards Vidyavihar/ Ghatkopar .

54. Bhagyalaxmi Dash Dec 4

Great work indeed. Thanks to everyone involved! An easy way of making it available to the mass would be the next step. Assuming majority train travelers using phones, a non-profit company can plan to sell mobile phone covers with a miniature form of this map on the phone cover. An example would be the availability of NY metro map on iPhone covers.

55. Rosemary George Dec 7

I like that dual shaded calender thingy going on in the background. For some reason I can do ooh vashi is here, ooh ooh Chembur is here in less than 5 seconds and the initials of the main stations.

56. Asifa Hoosein Dec 10

The IIT has also taken out one for bus routes.. its mumbai navigator...it is wonderful what the govt. should be doing the IITians are doing. Kudos to them.

57. Nikhil Patil Dec 10

The Map looks Good with Beautiful colour in it. But how does it Help in enhancing the user experience in terms of Usability & New commuters to the city? Point to be Noted Jaikii... (Trans Harbour route also has Fast train between Thane & Panvel..)

58. Jaikishan Patel Dec 10

Yes Nikhil Patil thank you for your observations.! we are now looking in to all the details with central railway's help. And of-course a map can do a drastic change in user experience especially for new commuters. We have all kinds of thoughts that why do we actually need map when we have billions of people around us to tell in the stations. But it is just like bitching about something which we never had. Knowing that the information in the map can be very critical not just on the locations but even when used remotely. This just an attempt to give a fair overview of Mumbai for someone who might get panic seeing the list of stations floating in the web without having any geographical orientation.

59. Hetal Damania Dec 11

I am originally from Mumbai and would like to suggest something if you guys can carry forward the idea based on the color coding of the maps.

Mumbai should implement color coding on the trains based on the color scheme used in the maps. Just like London city they say for guidance get on the yellow line and then take the blue line to go to ur destination, similarly Central line railways can be all painted the same color eg. Maroon at least all the doors of all the train running on central line should Maroon similarly on western line all doors should be green and on harbour like all should be blue. I wish the whole train were painted and color coded but i guess that would be too expensive for the govt..

This will make travel so much easier for the outside traveler and it will become a travel friendly city... just a thought.

60. Manoj Singh Dec 12

I suggest including following also.

1. Mono Rail route – which is starting from Chembur and may be operational in 2014

2. Metro phase I – Starting from Ghatkopar
3. Metro in Navi Mumbai – CBD to Taloja
http://talojaindustriesassociation.com/about_us_movingahead.html
4. Metro Phase II and III (Proposed)
5. Add proposed New airport at Navi Mumbai

61. D R Nayak Dec 13

1. Central railway has opened a new station more than two years ago called “Taanshet” somewhere in the Asangaon –Kasara section. It is probably just what railways call “Halt” and is not yet a full-fledged block station. This has been missed out.
2. Diva-Vasai Road rail link is shown as connecting to the slow tracks between Diva and Kopar station. Actually, the connection is in the form of a ‘Y’ with the fast tracks.
3. Diva-Panvel line is also connected to CR’s fast tracks in the form of a ‘Y’.
4. Kopar station has been shown on the slow tracks between Diva and Dombivali, which is correct. But there is a station at high-level near this spot on Diva-Vasai road rail link. I do not know the name as there was no occasion to go up there.
5. A line is shown connecting Kurla Rly station to Lokmanya Tilak Terminus. I have not seen any such connection by the side of the suburban tracks unless such a connection exists through the nearby yard. Actually, LTT is connected to the CR’s fast tracks near Vidyavihar Station and this has not been shown.
6. A new railway station is under construction between Jogeshwari and Goregaon railway stations. It will in all probability be called as “Oshiwara’ or ‘Oshiware’.
7. Harbor line which terminates at Andheri at present is being extended to Goregaon and the work is in progress.

62. Satyawan Redkar Dec 19

As we click on the tab marathi mumbai rail map then we can see this map but spelling of marathi words are not correct. for ex.स्टेशनचे नाव वणमालानुसार correct word must be स्टेशनचे नाव

वर्णमालेनुसार, station name आम्बोवलो correct word must be आम्बिवली, station name अघरी correct word must be अंधेरी and many such type of mistakes in station names in map and also in alphabet series of stations. So Please replace that station names with complete and accurate words.

63. Raghuram Chimata Dec 19

Happy to see a version 3 railway map on the website with the suggested modifications.

While looking into the Nerul-Uran railway line that is currently under construction, I found a small typographical error in the name of a station which I would to bring to your kind attention. This refers to a station which has been misspelt as 'Sagar Sanga' instead of 'Sagar Sangam'. The same error has been reflected in the other lingual versions of the map.

I am attaching a file from Wikipedia for your reference. A similar file is available on CIDCO website as well.

64. Salil Barodekar Dec 19

आटगांव should be गाव.

Applies in other cases as well

65. Mohanram SK Dec 21

I have down loaded IDC's Mumbai Rail Map from your web site : "http://mrane.com/railmap.php". It is seen that only Two (Double) slow lines are shown between Borivali and Virar(WR). You may kindly be aware that there are Four (Quadruple) lines are already existsting and are in operation between Borivali and Virar. Can you pl. accommodate the fast lines in the 4th version of your Map?

66. Suresh Ghodke Dec 21

I have download maps in marathi and english. But these are unable to see on mobile while increasing zoom its unable to see or read. So that if you are able to provide HD maps, so please

provide the same for me.

67. Gurunath Dhamal Dec 28

1. वडाला -> 'वडाळ' (its right in index but not updated in map)
2. बान्द्रा -> 'वांद्रे' (ref)
3. गांव -> 'गाव' (General correction in any station that ends with gaon, it doesnt require nukta over like hindi) ref
4. आम्बीवली -> 'आंबिवली'
5. since 'परळ' is for parel, 'लोवर परळ' for lower parel. there is no such word like परेळ. (ref)
6. सीवूड -> 'सीवूड्स' (its plural) (ref)
7. एल्फिन्स्टन रोड -> 'एल्फिन्स्टन रोड' (न is missing, instead anuswaar over लिफि is more recommended) since the English spelling is Elphinston.
8. वांगणी (alignment of anuswar over वा doesnt look apt in the current one)
9. in ligatures of certain words like 'जोगेश्वरी' - use of श्व is recommended over श्रव/
10. grant road is spelled correctly in map not in index.
11. in index it is written like स्टेशन चे instead it should be स्टेशनचे
12. (marathi and hindi grammar differs there)
13. हारबर -> 'हार्बर' (between maahim and sion)
14. अरब समुद्र -> 'अरबी समुद्र'
15. तेज -> 'जलद' (near terminus) according to on-station announcements
16. सांताक्रूज -> 'सांताक्रूझ' (ref)
17. मरोल नाका -> 'मरोळ नाका'

Feedback ends.

This feedback was for version 3.

**Version 4 of the Map released on
January 1, 2014.**