



**Sandip Foundation's**  
**Sandip Institute of Engineering &**  
**Management,**  
**Mahiravani, Trimbak Road, Nashik**

**SIEEM**

**E-BULLETIN**

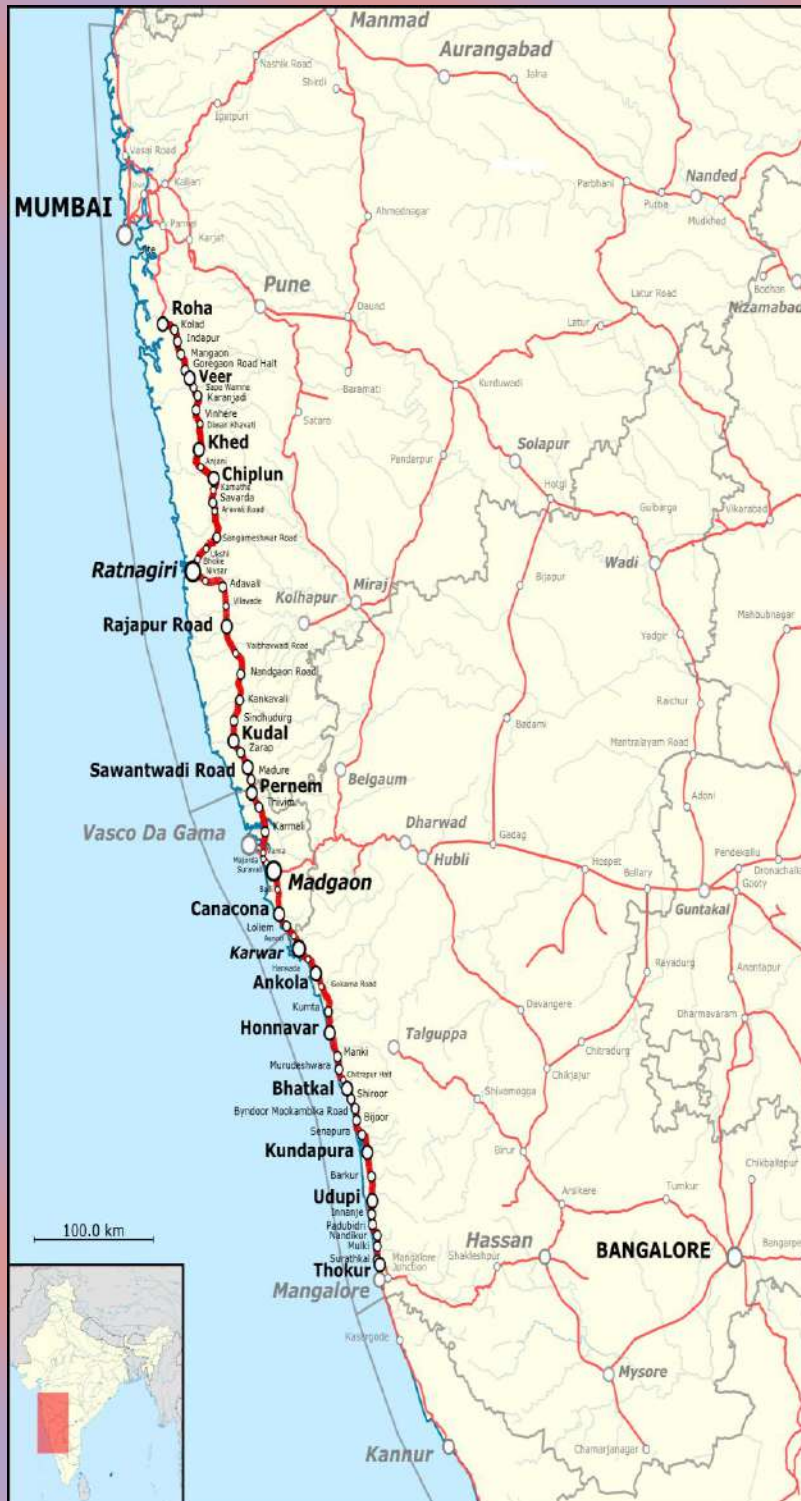
**DECEMBER 2017**





# Editor's Take

## KONKAN RAILWAYS - - AN ENGINEERING MARVEL



The Konkan Railway was the missing link between India's commercial capital, Mumbai, and Mangalore.

The line connects Maharashtra, Goa and Karnataka States — a region of criss-crossing rivers, plunging valleys and mountains that soar into the clouds.

The Konkan is a coastal strip of land bounded by the Sahyadri hills on the east, and Arabian Sea on the west. It is a land where mythology breathes side by side with economic growth, a land with rich mineral resources, dense forest cover and a landscape fringed with paddy, coconut and mango trees.

It is operated by Konkan Railway Corporation Limited, headquartered at CBD Belapur in Navi Mumbai, Maharashtra.

The first passenger train ran on Konkan railway tracks on 20 March 1993 between Udupi and Mangalore.

The anti-collision devices, the Sky Bus and RORO are a few of the innovations from Konkan Railway.

The route is a single-line track, and is not electrified. The total length of the line is about 738 kilometres (459 mi).

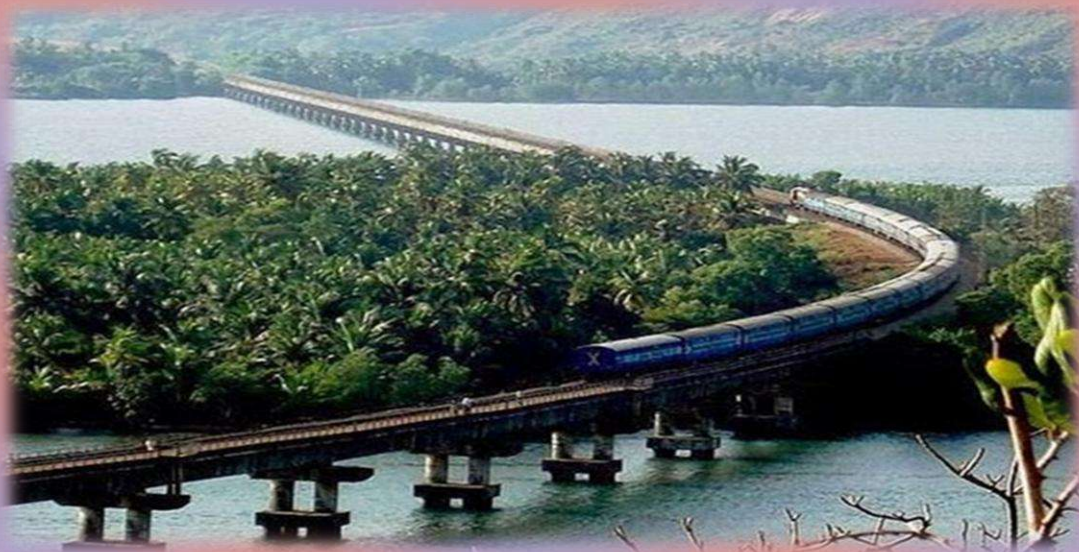


The tracks are designed for high-speed traffic of 160 kilometres per hour (99 mph), the fastest train on the route, the Trivandrum Rajdhani Express, at present runs at a maximum speed of 120 kilometres per hour (75 mph).



***RORO Service of Konkan Railways***

In 1999, the corporation introduced the Roll-on/roll-off (RORO) service, a unique road-rail synergy system, on the section between Kolad in Maharashtra and Verna in Goa, which was extended up to Surathkal in Karnataka in 2004. The RORO service, the first of its kind in India, allowed trucks to be transported on flatcars.



The route is open to both freight and passenger traffic. The line runs parallel to the Arabian Sea, offering views along the coast. There are fifty-six stations on the entire line. Although the route is currently a single line, KR and South Western Railway lines run parallel from Majorda to Margao in Goa, making that section a double line.





As Karlis Goppers pointed out in his Swedish International Development Cooperation Agency (SIDA) report in July 1997, “With a total number of 2,000 bridges and 92 tunnels to be built through this mountainous terrain containing many rivers, the project is the biggest and perhaps most difficult railway undertaking during the century, at least in this part of the world. The various problems had been carried out efficiently and in a very short time.”



There were challenges posed by the terrain and the elements. Flash floods, landslides and tunnel collapses affected work at many places on the project. The region was also thickly forested, and construction sites were often plagued by wild animals. Despite these problems, work on the project continued, and an effective system of decentralization enabled better efficiency.

The entire stretch of 740 kilometers (460 mi) was divided into seven sectors - Mahad, Ratnagiri, Kudal, Panaji, Karwar, Udupi - of approximately 100 km each, headed by a Chief Engineer. 9 Hydraulic tunneling machines were imported from Sweden in order to bore through the hard rock of the Sahayadris. The biggest challenge, however, came from the nine tunnels that had to be bored through soft soil. No technology existed anywhere in the world for this purpose and the work had to be carried out through a painstakingly slow manual process.

***The result is a beautiful scenic railway route that present generation can cherish!!***



# NSS ZONE

## SESSION ON WOMEN SAFETY

Guest Speaker: PSI Satpur



# NSS ZONE

## COMMUNITY LUNCH



- Students working together creates an environment of togetherness & bridges cultural differences



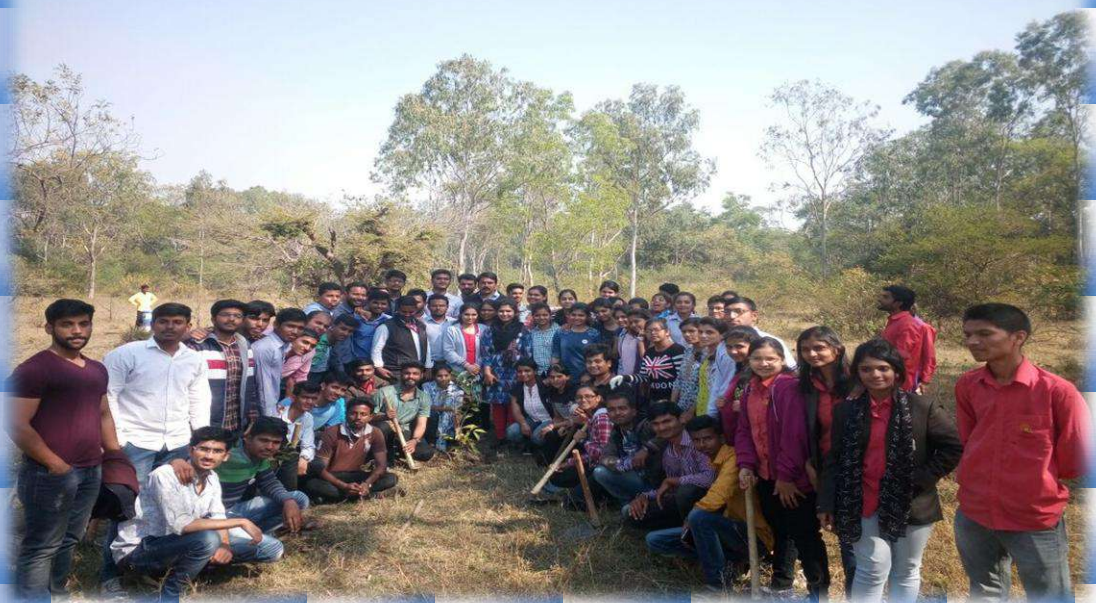


- *Students sharing the lunch area together and staffs supporting the cause*



# NSS ZONE

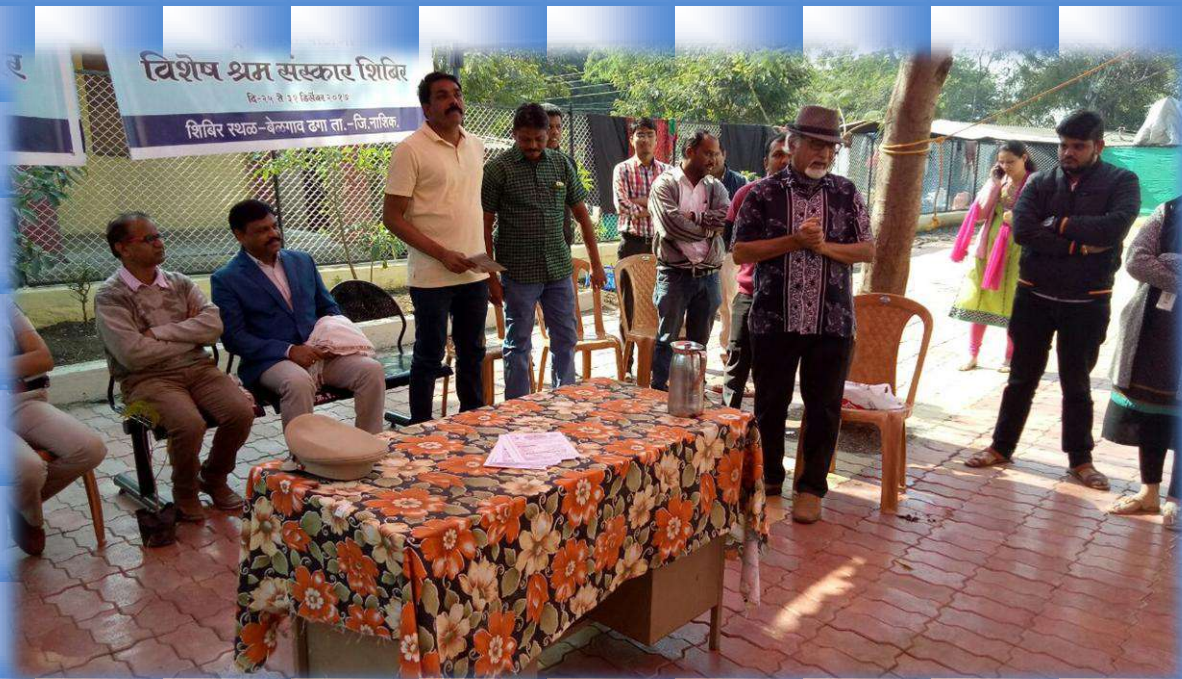
## *WORKING TOWARDS "SWACHHTA"*





# NSS ZONE

## ***CAMPING FOR GOOD HEALTH***





# NSS ZONE

## *STREET PLAY*





# NSS ZONE

## ***TREE PLANTATION***





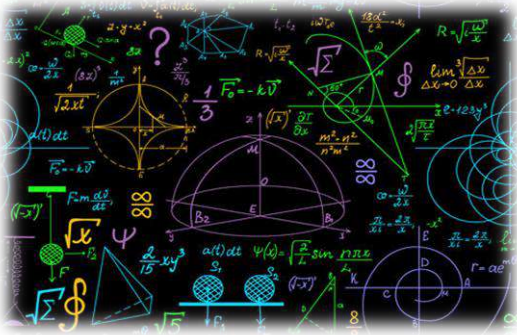
# NSS ZONE

## ***SESSION AGAINST SUPERPOSITION***





# HOBBY CLUBS, SIEM



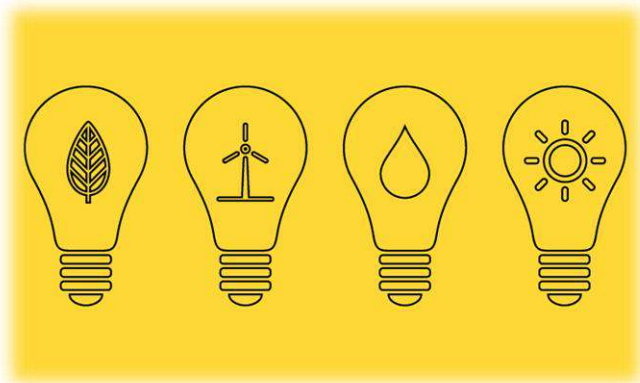
*Mathematics club "Ramanujan" by S.B.Bhamare*

*Photography club by  
Rahul Verma, Abhay R. Gaidhani*



*Laughter's club by  
Pramod Patil, Apurva Bhavsar, Avinash  
Potdar*

*Energy club by Atul Verma*





*Music club by  
Ankita Choudhari, Anirvan Gupta*



*Drama club  
by Rasika Pund*



*Social activity club by  
Bhupali Deshpande, T.S.Ashwathi*



*Dance club by  
Roopali Patil, Nikhil Gangurde*



*Nature club by Lalit Patil*



*Astronomy Club by Joydeep Sarkar*

*Debate/Extempore and English Literary club by Dr.Sunil Kirloskar*



*Arts and craft club by Prerna Patil*

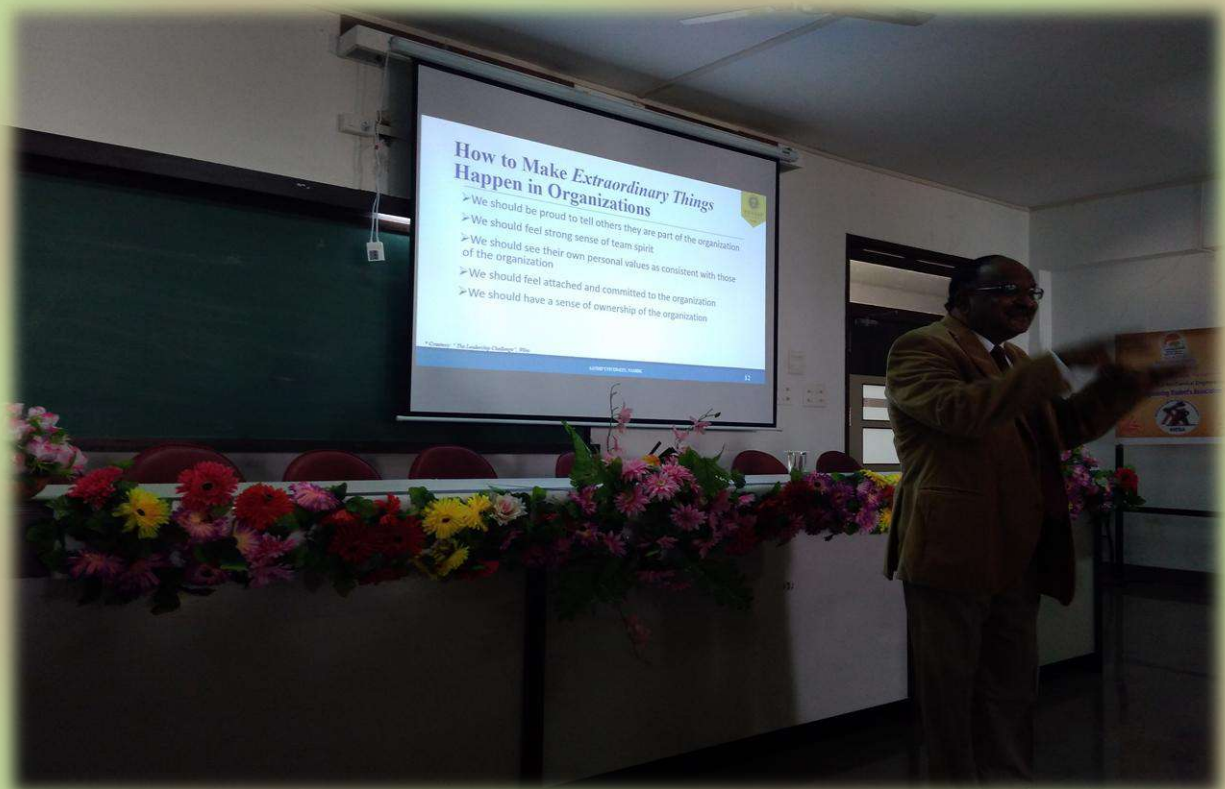


**A Session on**  
**“How to Make Practicals More Attractive”**  
**By**  
**Col. N. Ramachandran,**  
**Vice-Chancellor, Sandip University, Nashik**



- The session was conducted for staff members of SIEM, Nashik
- The speaker enlightened the gathering with words of advice on skills & techniques to be used for effective teaching process
- He insisted on the use of technology for making sessions attractive
- Information on various online platforms for educative learning was introduced by speaker.





### How to Make Extraordinary Things Happen in Organizations

- We should be proud to tell others they are part of the organization
- We should feel strong sense of team spirit of the organization
- We should see their own personal values as consistent with those of the organization
- We should feel attached and committed to the organization
- We should have a sense of ownership of the organization

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# EXPERT TALK ON ENERGY SCENARIO & ENERGY SECURITY

**SPEAKER:** Mr. Sudhir R. Shah, Faculty Trainer,  
Petroleum Conservation Research Association,  
Ministry of Petroleum & Natural Gas, Govt of India



## Event Objective & Outcome:

- To understand energy scenario Global and Nationwide
- To understand ways of Energy Conservation.
- To know energy Audit Process.
- To understand various form of Energy & its Security.
- To know the status of Solar Energy in India.







# FASHION STEPS

On 23 Dec 2017 Harsh M Parekh Student of BE Civil participated in Mega Fashion Show held at Sula Vineyards Nashik by DIDT Campus





# ALUMNI PAGE



**Name:** Akshay More

**Description:** Alumni of Civil Department

**Company:** Ramjidas Construction Nashik

**Dated:** 20/12/2017

# ***SAFETY OUR PRIORITY***

Sandip Foundation, along with its efforts to provide World Class Education, keeps a wide view towards social development. Due to many sad incidents of road accidents, and to avoid any such accidents in the future, Sandip Foundation has persuaded Nashik Public Works Department for an urgent and immediate placement of Speed Breakers on both sides of roads.



Divya marathi Newspaper (city), page no 6, Date :-14/12/2017

## **संदीप फाउंडेशनसमोर अखेर बसविले गतिरोधक**

प्रतिनिधी । नाशिक

वाढत्या अपघातांची दखल घेत महिरावणी येथील संदीप फाउंडेशन महाविद्यालयाच्या समोरील त्र्यंबकेश्वररोडवर गतिरोधक बसविले आहे. विद्यार्थ्यांच्या सुरक्षेच्या दृष्टीने सार्वजनिक बांधकाम विभागाने रस्त्याच्या दोन्ही बाजूला गतिरोधक बसविले असून त्याबाबत महाविद्यालय प्रशासनाच्या वतीने समाधान व्यक्त करण्यात आले आहे.

संदीप फाउंडेशन महाविद्यालय आणि संदीप विद्यापीठामध्ये मिळून १० हजार विद्यार्थी शिक्षण घेत आहे. नाशिक-त्र्यंबकेश्वर या अत्यंत रहदारीच्या अगदी रस्त्यावरच हे महाविद्यालयस असून, त्याचे प्रवेशद्वारही रस्त्याच्या कडेलाच आहे. शिवाय त्र्यंबकेश्वरकडून येताना अत्यंत तीव्र उतार असल्याने बसने जाण्यासाठी, रस्ता ओलांडताना विद्यार्थ्यांना जीव

मुठीत घेऊनच पलीकडे जावे लागते. त्यामुळे तेथे वारंवार अपघात होत असून गत महिन्यात २ विद्यार्थ्यांचा मृत्यू झाला आहे. किरकोळ अपघातही नियमित होत आहे. त्यामुळे विद्यार्थ्यांच्या सुरक्षेसाठी संदीप फाउंडेशन आणि महिरावणी ग्रामपंचायतीचे उपसरपंच रमेश खांडबहालेंसह ग्रामस्थांनी त्यावर पर्यायाची मागणी केली.

सार्वजनिक बांधकाम विभागाकडे रस्त्याच्या दोन्ही बाजूला गतिरोधक बसवण्याची मागणी करत पाठपुरावा केला. त्याची दखल घेऊन सार्वजनिक बांधकाम विभागाने संदीप फाउंडेशन समोर गतिरोधक बसवण्याची कार्यवाही पूर्ण केली आहे. त्यामुळे अपघातांवर नियंत्रण येण्याची शक्यता फाउंडेशनच्या वतीने व्यक्त करण्यात आली असून, बांधकाम विभागाने गतिरोधक बसवल्याबद्दल फाउंडेशनचे चेअरमन डॉ. संदीप झा यांनी समाधान व्यक्त केले.





असतो मा सद्गमय ।  
तमसो मा ज्योतिर्गमय ॥

# SANDIP FOUNDATION



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*by: Prof. J.sarkar*