

IT CORRIDOR

Adyar » Kanathur » Kelambakkam » Navalur » Semmencherry » Thoraipakkam » Velachery » IIT Madras » Kandanchavadi » Kottivakkam

Neelankarai » Sholinganallur » Thiruvannamiyur » Vijaya Nagar » Indira Nagar » Karapakkam » Kotturpuram » Padur » Thalambur » Pallikaralai



BLOOMING WHERE SHE IS PLANTED

Shanthi set foot in Ceebros Boulevard at Thoraipakkam as a flower seller and ended up putting down unshakeable roots as a vendor of vegetables and fruits **P3**



DRIVING IT 'SAFE'

With public charging infrastructure in Chennai failing to keep pace with manufacture and sale of electric autorickshaws, drivers are plagued by 'range anxiety' and forced to settle for lower daily earnings. Months into driving e-autos, two women auto drivers share their angst **P4**



The park-cum-playground on TNHB E36 Road in Sholinganallur on June 12, 2025.

PHOTOS: PRINCE FREDERICK

Can this playground have a greater footfall?

The facility has been tucked away in interior Sholinganallur: if word is spread about it, it will be optimally utilised

BY A SPECIAL CORRESPONDENT

Like a newborn yet to develop a full head of hair, TNHB layouts in Sholinganallur are yet to be filled out completely with built structures. Among plots with buildings lie other plots, unoccupied except by unwelcome vegetation and furry and feathered members of kingdom animalia. There are also TNHB-built flats, bought but unoccupied. With this scenario as the backdrop, playground and park facilities in these parts, even when patronised adequately by the surrounding population, can still send out "overtures of friendship" to outsiders just so that these facilities are optimally utilised.

By virtue of its location, a park-cum-playground at TNHB E36 Road is hidden. With enough word being spread



about it, it need not stay out of view. It is a facility that deserves greater visibility and patronage. It is spacious and well-appointed.

The photos of the walkways, mechanical exercise equipment, children's play equipment, a volleyball court and a badminton court, and a covered congregating point are quite self-explanatory. Only one additional information might need to be spelt out: a gym is getting ready with

the work having reached the final stage. At the time of *The Hindu Downtown's* visit on June 12, 2025, painting work was being carried out. Tiles need to be laid. And the gym equipment installed.

There is not much greenery – in fact, close to zilch – at this facility, and anyone seeking a dab of green to their daily walking might skip this one for a pint-sized park nearby, on TNHB C7 Road.

Alumni of St. John's Besant Nagar to meet on June 29

St. John's Besant Nagar Alumni Association will host its annual alumni meet on June 29, from 5:00 p.m. to 10:00 p.m. at Hotel Matsya, Adyar.

Open to alumni from all batches, the annual meet serves as a vibrant platform for former students to reconnect with old classmates, seniors, juniors and teachers.

Last year's edition saw the enthusiastic participation of over 100 alumni.

Alumni are encouraged to RSVP in advance and spread the word among their batchmates. For enquiries or confirmations, call V. Ravikanth at +91 73388 07112 or Aruna Kotra at +91 98842 21704.



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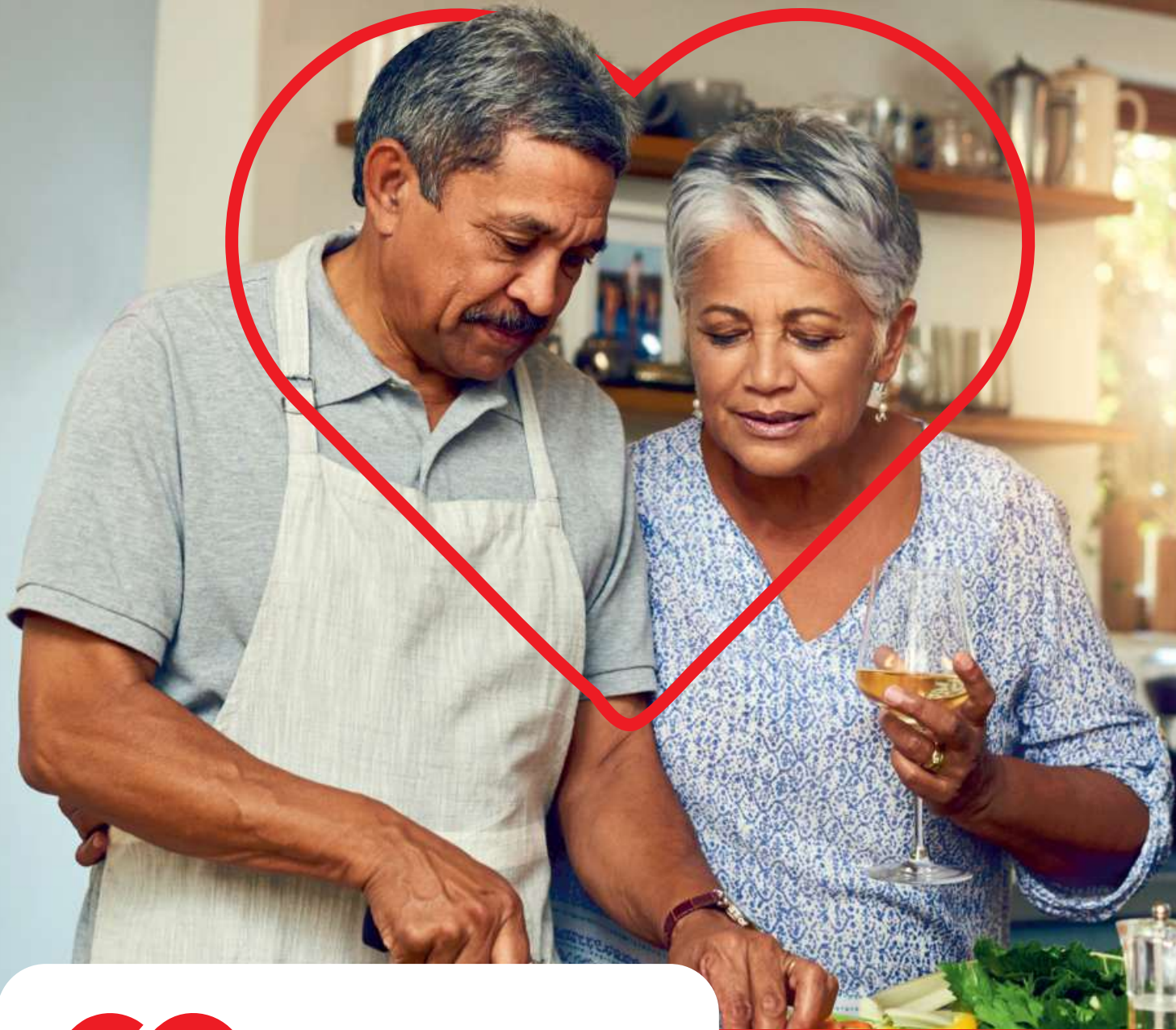
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Shanthi set foot in Ceebros Boulevard at Thoraipakkam as a flower seller and ended up putting down unshakeable roots as a vendor of vegetables and fruits. And she has blended in, residents accepting her as their own, rallying around her in her times of trouble and celebrating her personal victories

Blooming where she is planted

SHARON JESSICA MICHAEL

Gated communities operate according to an entrenched pattern. Intrinsic to this pattern are faces that show up at the gates every morning – a flower seller, a vegetable vendor and anyone carting in an essential service. Over time, these local peripatetic traders become clued in, and with an accuracy equalling social-media algorithms, tailor their services to meet individual preferences, carrying the right wares before ringing a calling bell. Residents rely on them.

And the odd one manages a deeper connection. The transaction extends to squeeze in small talk. There is mutual sharing of personal updates. Somewhere between transactions and conversations, a comfortable familiarity builds. These traders may not live inside the community, but in every practical sense, belong to it. When the gates of Ceebros Boulevard in Thoraipakkam open to the outside world every morning, Shanthi walks in as an insider, a non-resident insider. She has been a regular at these gates since 2011 – once inside, she does not have to explain her presence. The residents know. Shanthi has blended in.

The memory of her first day at Ceebros Boulevard in Thoraipakkam, marked by an encouraging string of transactions, remains indelible. “I asked the security guard if I could go in to sell flowers and was directed to Flat 201,” she recalls. She knocked, sold a strand of flowers for ₹5, and moved on to Flats 212 and 222. Household chores came her way and she was grateful for the work. “I took whatever came my way,” she says. Soon, the demands shifted. Residents began asking for mint



Some are small-time vendors. Some do odd jobs for a living. But they have found an indispensable place in the communities they serve



Another day in office: Shanthi going about her work at the gated community.

The whole family, in fact, works within Ceebros Boulevard. Her mother helps from 9 a.m. to 11 a.m., then joins her. During festivals, her daughters lend a hand. Both are now married, but the bond with Ceebros continues.

On a typical day, Shanthi sells flowers to five or six households and vegetables to anywhere between 20 and 30 homes. After paying for the hire of the mini-truck and assistance, she takes home around ₹500. “I never found selling here difficult,” she says. “Ceebros has always been good to me.”

Shanthi operates without a name board or price tags. If someone wants something specific, they show her a photo – she brings it the next day. From roses and jasmines to vase flowers, she remembers each household’s preference. “Sometimes I give flowers for free if someone buys vegetables,” she says with a shrug. In fact, she has never sold flowers outside Ceebros. “This is enough,” she says simply. “Everything I need is here.”

Over the years, her everyday vocabulary has broadened and it is multi-lingual. “Today, tomorrow, I will bring in the evening,” she says in English, and chuckles. “When someone speaks to me in Tamil, I reply in English – they all laugh.” She has even picked up a few Hindi words such as “palak.” While everything seems hunky-dory, there are regrets hidden away from public view by Shanthi’s natural cheerfulness. One major regret – time not spent with her daughters. “I was not there much when they were small,” she says. “I left early and came back late.” But Ceebros, she believes, helped raise them. “They helped with food. With weddings.”

When her son passed away, it was the residents who rallied around her. They pooled in money to cover funeral expenses. Later, when she was struggling to arrange her daughter’s wedding, the community stepped in. “They told me to be strong. Some gave money. Some gave furniture. They made sure the wedding happened.” The community’s acceptance of Shanthi seems total, as evidenced by the number of residents she strikes up a conversation with on a typical day. “The moment I enter the main gate, until I leave – everyone talks to me,” she says, her face lighting up. Some of those conversations now come from across the seas, from residents who have moved out of the community but stay connected.

For someone who once stepped into this community gingerly, and asked timidly if she could sell a few flowers, Shanthi now walks with ease and purpose – not just as a vendor, but as someone who belongs.

leaves, coriander, bananas and so on – and Shanthi had a stab at delivering grocery items on demand, still latching on to her other profiles as flower seller and an occasional helper in households. And she would soon ease into being the community’s unofficial but only vendor of vegetables, greens, fruits and flowers.

Five years into her Ceebros journey, she added festival essentials to her offerings – sugarcane, turmeric and Pongal pots. “Four days in advance,” she notes proudly. For residents, her arrival brought relief – they no longer had to step out or search for what they needed during festive times. Shanthi had them covered.

“For years, Shanthi has been the go-to delivery app for greens and flowers – always reliable and on time. I have personally seen her adapt, understand and cater to people’s demands seamlessly,” says Bharathi Hariharan, a resident.

“I cannot think of any major festival without Shanthi’s timely supply of Pooja items – I have never had to look beyond Ceebros. Her greens, though not on a fixed schedule, are essential to our well-being,” says Rajlakshmi Sashikanth, another resident. “And her personal touch – always checking on our well-being – makes her feel like family.” When she got started on this journey, Shanthi was a resident of Thiruverkadu. Today, she resides in Kannagi Nagar (a short jog away from Ceebros Boulevard) with her 70-year-old mother and two daughters, aged 22 and 20. She herself is 50 – and has walked a long road, quite literally. “Van drivers do not come into Kannagi Nagar,” she explains. “So I walked. Sometimes I came home only at midnight.” Carry-



ing huge flower bags filled to the brim, navigating late-night roads, and still appearing the next morning – that was her everyday life.

A long day

Her day begins before sunrise. At 2 a.m., she leaves for Koyambedu market – a three-stop haul for flowers, fruits, greens and vegetables. She hires a mini-truck service along with ten other women (each of them paying ₹300 and carrying their trays of goods). By 7:30 a.m., she is stationed at the Ceebros gates. What follows is a frenetic dance of deliveries – mint leaves, vegetables, fruits and flowers – often done door-to-door. She returns in the evening for another round of commerce, with a new stock of fresh vegetables. Market days give her no breathing space. She boards the 4 a.m. bus to Parrys Corner (for its flower market) and returns just in time for the morning pooja. “At first, I did not even have a pushcart,” she shares. “I carried everything in hand.” Squirrelling away earnings over time, she bought one.

Support from family

Her mother, though elderly, is a pillar of support. “When I am tired, she takes over the vegetable sales.”



LIFFY THOMAS

In the last seven months as an autorickshaw driver, Pavithra Prakash has learnt some hard lessons about driving an electric vehicle. “Once charged, my auto can run for 160 km and I make it a point not to cross 110 km,” says the 29-year-old mother, happy about the financial independence ushered in by her new job. She has “range anxiety” whenever the three-wheeler crosses that mark as it is usually difficult to find an EV charging station nearby. Even if she were to charge at a public charging point, it would require her to wait for a few hours.

“Once I was left with charge for just 30 km and the vehicle started making alarming sounds, I panicked as my house is located near Red Hills and I just wanted the charge to be sufficient for me to reach home,” says the autorickshaw driver who charges the vehicle at her home.

Pavithra’s husband, who has an auto running on compressed natural gas, encouraged her to opt for an electric vehicle for the ease it would offer the young driver who learnt driving skills from Association of Non-Traditional Employment of Women (ANEW) in Anna Nagar.

“On days when I get many rides I am forced to wind up by 2 p.m. as the vehicle does not have charge. I sometimes refuse long-distance trips fearing the situation that would manifest if I run out of charge,” says Pavithra.

Anxious if the battery will drain out, autorickshaw driver R. Shanthalakshmi only takes short trips in and around Palavakkam where she resides. “When I purchased the vehicle from a showroom in Tambaram, they told me there are public charging stations I could use, but in the five months since I have been driving

Driving it ‘safe’

With public charging infrastructure in Chennai failing to keep pace with manufacture and sale of electric autorickshaws, drivers are plagued by ‘range anxiety’ and forced to settle for lower daily earnings. Months into driving e-autos, two women auto drivers share their angst

this vehicle I have not discovered even one, so I charge the vehicle every night at home,” says Shanthalakshmi, who is content earning ₹1000 to ₹1500 a day ferrying people. Her income as an auto driver is supplemented by earnings from petty shops she runs near her home.

Showrooms retailing three-wheelers say the demand for electric vehicles is noticeably greater than what it was last year. In March this year, Chief Minister M.K. Stalin handed over 50 electric autos to women members of urban self-help groups under the Environment and Climate Change Department to empower them to be financially independent while promoting sustainable mobility.

“Unlike public charging stations for two-and-four-wheelers, there is no such facility for autorickshaws. Some showrooms selling the vehicles make provision for charging outside their store,” says R. Ashwanth, manager, Rag Motors. He says there are two

Pavithra Prakash and (below) R. Shanthalakshmi.
PHOTOS: SPECIAL ARRANGEMENT AND PRINCE FREDERICK



A crucial factor

A report by The Energy and Resources Institute (TERI) on “Regulatory mechanism for three-wheelers” says that apart from regulations, charging infrastructure serves as a crucial factor impeding the growth of electric three-wheelers.

The project “Switching to a sustainable auto-rickshaw system” was a pilot study carried out to gauge the service of electric autos feeder (for first- and last-mile connectivity) in Chennai in collaboration with Chennai Metro Rail Ltd (CMRL) from January 2019. One of the main objectives of the project was to promote a policy and regulatory framework in cities for sustainable mobility.

Though electric autos can have home-based charging infrastructure, dedicated public charging infrastructure needs to be developed to support charging needs of e-autorickshaw drivers, says the report.

Provision of charging points should also be made available at parking spots in places such as office campuses, malls and marketplaces. Pilot initiatives with public transport authorities to promote first- and last-mile connectivity can lead to growth of charging infrastructure.

variants in three-wheelers: one has 125 - 150 km range and the other 200-250 km, a majority go in for the latter and are happy as their everyday travel is usually covered by that range.

Those in the industry say public charging infrastructure should keep pace with electric vehicle sales. Giving subsidy to vendors will also encourage establishment of more facilities.

No standardisation

Ragavendra Ravichandran, co-founder and chief operating officer, Plugzmart, agrees the charging infrastructure for three-wheelers is yet to pick up. The chargers currently used by electric autos have not been standardised.

“For electric four-wheelers, there is broad standardisation among major brands when it comes to charging interfaces. AC chargers typically use the Type 2

connector, and DC fast chargers commonly use the CCS2 (Combined Charging System) connector. This allows vehicle owners to access public charging infrastructure with a standardised plug wherever they go. However, this level of standardization does not yet exist for electric three-wheelers,” says Ragavendra.

Electric autos used for transporting goods go to warehouses for charging; and those used for ferrying people are dependent on public charging stations or homes, he says.

Is it okay to charge an electric vehicle at home? Yes, but it may not be as fast as a public infrastructure point. Many prefer to charge vehicles at home for the convenience it brings. A Tangedo official says so far there is no restriction on charging electric vehicles at home for domestic use, but if a petty shop is offering it at a fee to users then they must have a separate meter with commercial tariff.



Survey on **public transport** in OMR

HARSHA KODA

In an effort towards enhancing urban mobility, the Federation of OMR Resident Associations (FOMRRA) recently conducted a comprehensive survey among residents of the Old Mahabalipuram Road (OMR) corridor. The objective of this initiative was to understand the public's transportation needs and expectations, particularly focusing on MTC buses, last-mile connectivity, and future integration with metro rail services.

The survey identified critical areas where public transport can be improved to better serve citi-

zens, especially those residing away from the main thoroughfares of OMR. The insights gained will assist in developing effective last-mile solutions and infrastructure planning to connect residents with key transport hubs such as railway stations, airports, and mofussil bus stands.

The collated results of the survey were extensively discussed in a special purpose group where over 20 members shared their thought and the final report was prepared by two of FOMRRA's active members, Sridevi Kothandapani and A. Sivakumar. This report highlights the key demands and suggestions from the community regarding public transit enhancements and

seamless connectivity.

FOMRRA has formally submitted this comprehensive report to the MTC Commissioner, Prabhu Shankar IAS, with the hope that the points raised will be duly considered. We urge MTC to prioritize these recommendations and take swift action to improve public transport facilities, ensuring sustainable and accessible mobility for all residents of OMR.

FOMRRA remains committed to advocating for better urban infrastructure and will continue engaging with stakeholders to realize these improvements for the benefit of the community.

(Harsha Koda is co-founder of FOMRRA)

Interior OMR needs more wheels, say respondents

Introduction of small buses and the question of bus stops being maintained by clusters of gated communities were among the themes the survey threw up

PRINCE FREDERICK

This has been said about Old Mahabalipuram Road (OMR) ever since it captured the imagination of the wider world: that development is following a linear route. It is what urban planners would call ribbon development. And residents of neighbourhoods and gated communities a little distant from the arterial road continue to persist with that complaint, around two decades from the time the IT Corridor emerged. The major chunk of amenities is concentrated close to the arterial road, and only dollops have reached areas strikingly removed from it.

This situation is best illustrated by public transport coverage off OMR. This picture came up with disturbing regularity when Federation of OMR Residents Associations (FOMRRA) sought to learn about the satisfaction levels among OMR residents in terms of the ground covered by public transport.

Harsha Koda, co-founder of FOMRRA, remarks that the liet-motif was that there was coverage only up to five hundred meters off both sides of OMR and further afield, residents had to fend for

themselves, arranging their own transport, usually share autorick-shaws.

On what could be done to improve matters, Harsha notes that FOMRRA members suggested a combination of small buses, provided by three entities, namely private transport companies, MTC and CMRL would ensure a robust network of connectivity. Narrow roads are a conspicuous feature of the interior sections of OMR: a camel has a better chance of entering the eye of a needle than regular buses through these roads. Given this scenario, the concept of small buses seems tailor-made for these sections.

The idea of shared infrastructure was also put forth by members. Harsha explains that clusters of gated communities in various parts – three DLF clusters in Semmanchery and four Central Park clusters in Sholinganallur being examples – would take the responsibility of maintaining any bus stops that might come up as part of the afore-mentioned arrangement.

Harsha notes that, essentially, these RWA groups should ensure the bus stops are not hijacked by bovines (a striking presence in the interior sections of OMR) and are kept clean.

READERS WRITE

'D70 buses should be operated from Velachery railway station'

Metropolitan Transport Corporation has sought that all buses on the D70 route (Velachery to Ambattur Industrial Estate via Koyambedu) be operated from Velachery MRTS railway station. At present, only a couple of D70 buses are being operated from the railway station and all the others from the bus terminus located at the busy Vijayanagar junction. Given the traffic congestion at the junction and space constraint at the terminus, all D70 buses should be operated from the railway station. We single out D70 buses as they constitute the largest number of buses pertaining to route number to be operated from Vijayanagar terminus.

S. Kumararaja, vice-president, Federation of Velachery Residents Welfare Associations, Velachery

'Medavakkam Main Road needs repairs'



Motorists taking Medavakkam Main Road are waiting for Chennai Metro Rail Limited (CMRL) to start work on relaying the battered stretches of the road between Kovilambakkam and Vellakal.

R. Raghavendar, a motorist who drives to his workplace in Sholinganallur, says, "When CMRL takes up relaying work, it should scrap off the surface and lay the battered areas. As this is not being done, the road becomes elevated. Even the U-turn areas between pillars are battered and motorcyclists could suffer a fall."



Assistance for deserving students

Non-profits offering scholarships seek applications for the coming academic year

Bharti Airtel Scholarship Programme, an initiative by Bharti Airtel Foundation launched in 2024, supports deserving students from diverse socio-economic backgrounds, with a focus on girl students, to become future technology leaders. The scholarship programme has been designed for deserving students enrolled in technology-based engineering undergraduate and five-year integrated courses in the top 50 NIRF-ranked (Engineering) universities/institutes as per the latest NIRF ranking. It covers 100% annual fees, including meal and accommodation charges.

Scholarship applications for the year 2025-26 are open. For details, visit
<https://bhartifoundation.org/bharti-airtel-scholarship/>

Kodambakkam-based Anandham Youth Foundation supports the higher education of underprivileged rural students. A five-step filtration process is followed before selecting deserving students. The selection criteria also includes students with the best marks, and from a poor economic background; orphaned students, those from single-parent households, those who study in Government or Government-aided schools and those who are first generation graduates in their family.

For details, visit
<https://www.anandham.org/>

Dream India E&C Trust is inviting applications from students across Tamil Nadu who completed class X and XII for educational scholarships under the project "Education For All". Students from government schools, rural government schools, private schools with single parent or guardians would be given priority.

Based on the student's performance, the scholarship would be provided for each year of their academic course. Students selected for scholarship would be guided by a mentor. The applications would be analysed by the trustees of Dream India and processed within a time frame of three to four weeks. Scholarship for higher studies would be in the range of ₹15,000 to ₹25,000.

For details and eligibility criteria visit
www.dreamindia.org/scholarship
WhatsApp 99406 75570

Maatram Foundation offers free higher education to deserving students from an economically deprived background. The non-profit has partnered with various educational institutions and supports students with their tuition fees, transportation charges and other expenses. Students who have scored more than 85% but cannot afford to buy even an application form are identified and given quality education, says a note on the website. Students are shortlisted after through scrutiny which includes a visit to their neighbourhood and an in-person interview.

The link to the scholarship application form for 2025 is available on
<https://maatramfoundation.com/>
The Foundation does not collect any application fee. In case one receives any such calls, please report it to the helpline number 9551014389.

Students on the first day of the new academic year at Presidency Girls Higher Secondary School in Egmore. PHOTO: RAGU R

Libraries being renovated function from new addresses

L. KANTHIMATHI

Nine State government-run libraries in Chennai are operating from temporary addresses having been shifted out of their regular facilities which are being renovated by Chennai Metropolitan Development Authority.

They are among the twelve libraries that have come under the purview of this renovation exercise.

The library at Gandhi Nagar in Adyar has gone to Arignar Anna Government Higher Secondary School at Urur Adyar in Besant Nagar; the library at Eleventh Avenue in Ashok Nagar to the adjacent Government Girls Higher Secondary School; the one at Thanga Salai to a Greater Chennai Corporation-run school in the vicinity; the library at Bharathidhasan Salai in Alwarpet operates at library on Turnbolls Road in Nandanam near G.K. Mo-



panar flyover. The library at Indira Nagar in Adyar will function from a commercial complex of the Greater Chennai Corporation nearby; and the one at Bharathi Salai in Triplicane from a GCC-run Urban

Health & Wellness Centre at Dhevarajan Salai.

The library at Jani Basha Street in Royapettah has been shifted to a GCC building on Pycrofts Road in Triplicane. And the one at First Cir-

cular Road at Jawahar Nagar in Kolathur will be moved to the adjacent building which belongs to Perambur Cooperative Building Society.

The libraries at Anna Nagar, Ma-

The temporary library at Arignar Anna Government Higher Secondary School at Urur Adyar in Besant Nagar. PHOTO: SPECIAL ARRANGEMENT

ha Kavi Bharathiyar Nagar in Vyasarpadi, and Periyar Nagar in Kolathur will be functioning from the annexe buildings on their premises.

"A good number of youngsters preparing for various competitive examinations use these libraries. Hence, they have been identified for CMDA's renovation project aimed at improving the ambience of these libraries. The shifting was done to ensure there is no disruption in these students' exam preparation. Being old, some library buildings will be demolished and new buildings constructed. Most of these libraries would get the co-working facility called Muthalvar Padaippagam," says District Library Officer M. Kavitha.

Three 'Unsung Heroes' felicitated



The awardees along with the dignitaries.

Khaalid Ahamed of The Uravugal Trust; K. Narasimhalu, a foot artist; and Palani Kumar, visual artist and photographer are the three recipients of the sixth edition of "Unsung Heroes" award 2025.

The award was presented by the Rotary Club of Madras East and Congruent Solutions at an event held in the city.

Launched in 2016 to recognise individuals who have made significant, often overlooked contributions to the community, the Club has so far honoured 15 such individuals.

Since the project's inception, Congruent Solutions has partnered with the Rotary Club, said a release.

Khaalid Ahamed, founder of Uravugal Trust, was recognised for his extraordinary humanitarian work in Chennai. His journey began in 2015 after witnessing a homeless

man die alone on the street – an experience that inspired him to ensure dignity in death for the unclaimed and forgotten. In 2017, he established Uravugal Trust with a few close friends, committed to providing respectful burials and cremations for homeless individuals, the release added.

K. Narasimhalu is a self-taught artist from Andhra Pradesh. He creates stunning artworks and intricate embroidery using his feet, despite living with cerebral palsy.

M. Palani Kumar is a photojournalist and filmmaker who was honoured for his courageous and compassionate work in social justice. Since 2015, he has dedicated his career to exposing the harsh realities faced by marginalised communities, particularly manual scavengers across Tamil Nadu, through impactful visual storytelling. His recent work also highlights environmental injustices in Ennore.

Applications invited to receive free sewing machines

The Social Welfare and Women Empowerment Department, Government of Tamil Nadu, will be distributing sewing machines under the "Sathyavani Muthu Ammaiyar Ninaivu Free Supply of Sewing Machine Scheme".

Women from economically weaker sections, widows, and differently-abled men and women, and socially affected women are eligible.

The beneficiaries should be aged between 20 and 40, know sewing, and their yearly income should not be more than ₹ 1.2 lakh, according to a release issued by the Tamil Nadu Department of Information and Public Relations.

The release added that the public is requested to approach the nearest E-Seva centres.



Two-day culinary workshop

Tamil Nadu Agricultural University Information & Training Centre is conducting a culinary workshop on June 18. According to a press release, the session will focus on vegetarian gravies such as *paneer butter masala*, *malai kofta*, and *dhaal makkani*.

Another culinary session on soups and salads will be held on June 19. Both the sessions will be held at the centre's premises at Agro Tech Green Park, Thiru Vi Ka Industrial Estate, Guindy. For details, call 044-29530048.



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Yoga session



Sivananda Yoga Vedanta Centre, Kottivakkam (Off East Coast Road), conducts a free yoga session on June 21 for all age groups. The session will begin with 108 sun salutations from 6 a.m. to 7.30 a.m..

Besides, an open class for intermediate students will also be held, followed by a free trial class for beginners from 7.30 a.m. to 8.30 a.m..

Five points of yoga (theory) and an open class for intermediate students will be held from 9 a.m. to 11 a.m.

The five yoga points include 'Asanas' (exercise), 'Pranayama' (breathing), 'Savasana' (relaxation), a vegetarian diet, and 'Vedanta and Dhyana' (positive thinking and meditation).

Gentle yoga for senior citizens will be held in the evening between 4 p.m. and 5 p.m..

For details, contact (WhatsApp) 9176106790.

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Lorry crashes into median at ECR



On June 10, 2025, near Uthandi on East Coast Road, a lorry in a state of mild disarray, its wheels on the front having suffered a shake-up, stood, a JCB in front of it and a patrol vehicle right behind it. According to someone familiar with what had transpired and led to this scene, the driver had been overtaken by sleep earlier around 3.30 a.m. and had rammed the vehicle into the median. PHOTO: PRINCE FREDERICK

Scholarship programme turns 15

Empowering girl students is the main focus of Smt Rajeswari Radhakrishnan Charitable Trust



During the presentation function.

The 15th educational sponsorship programme of Smt Rajeswari Radhakrishnan Charitable Trust, a registered public charitable trust, was held on June 8 at St. Antony's Higher Secondary School in Velachery. The Trust has been sponsoring fees for education of the poor and deserving meritorious college students, specially girls, children of the destitute and widows from rural areas throughout Tamil Nadu for the last 14 years.

In the academic year 2025-2026, the Trust has allocated ₹75 lakh to-

wards educational sponsorship, of which ₹40 lakh has been distributed so far and the balance will be distributed during the second half of the year, said a press release. Eligible students who score over 85 per cent in class 12 (in core subjects) and 75 per cent in college semester exams are considered.

During the function, 82 students, mostly girl students from poor economic background, residing in and around Chennai, Chengalpattu, Kancheepuram and Tiruvallur districts were selected and scholarship given.

Students of other districts will get their sponsorships in the Trust's programme next week, the release added.

Seven students, studying in third year, who were the beneficiaries of our Trust, joined IT companies through campus interview. Managing trustee M. Radhakrishnan thanked the sponsors and well-wishers, and emphasised the need for education of the girl child. Since 2010, the Trust has also supported with feeding the poor, giving medical needs and help during natural calamities.

Temporary shifting of terminals



Due to station redevelopment work at Chennai Egmore, the Southern Railway has decided to originate and terminate the following trains from Tambaram and Chennai Beach from the dates below.

Train No: 16101 / 16102: Chennai Egmore - Kollam - Chennai Egmore Express will originate and terminate at Tambaram from June 20 to August 18, and from June 19 to August 17.

Train No: 16101, Tambaram - Kollam Express will depart at 17.27, and 16102, Kollam - Tambaram Express will arrive at 02.45 a.m..

Train No: 22671 / 22672, Chennai Egmore - Madurai - Chennai Egmore Tejas Express will originate and terminate at Tambaram from June 20 to August 18.

Train No: 22671 Tambaram - Madurai Tejas Express will depart at 06.22, and 22672, Madurai - Tambaram Tejas Express will arrive at 21.25.

Train No: 16179 / 16180 Chennai Egmore - Mannargudi - Chennai Egmore Mannai Express will originate from and terminate at Tambaram from June 20 to August 18 and from June 19 to August 17.

Train No: 16179 Tambaram - Mannargudi Mannai Express will depart at 23.22, and 16180, Mannargudi - Tambaram Mannai Express will arrive at 5 a.m.

Train No: 20605 / 20606

Chennai Egmore - Tiruchendur - Chennai Egmore Superfast Express will originate from and terminate at Tambaram from June 20 to August 18 and June 19 to August 17.

Train No: 20605 Tambaram - Tiruchendur will depart at 16.27, and 20606 Tiruchendur - Tambaram will arrive at 10 a.m.

Train No: 16127 / 16128, Chennai Egmore - Guruvayur - Chennai Egmore Express will originate from and terminate at Tambaram from June 20 to August 19, and from June to August 18.

Train No: 16127 Tambaram - Guruvayur Express will depart at 10.47, and 16128, Guruvayur - Tambaram Express will arrive at 19.45.

Train No: 12759 and 12760, Tambaram - Hyderabad - Tambaram Express will originate from and terminate at Chennai Beach from June 20 to August 18 and from June 19 to August 17.

According to a release issued by the Southern Railway, Train No 12759, Chennai Beach - Hyderabad Express, will depart at 18.20, and Train No 12760, Hyderabad - Chennai Beach Express, will arrive at 07.15.

Train No: 12759, Chennai Beach - Hyderabad Express will depart at 18.20 and 12760, Hyderabad - Chennai Beach Express will arrive at 07.15, according to a release issued by the Southern Railway.

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