



# STEAM SCENE

Newsletter of the Steam Tram and Railway Preservation (Co-Op) Society Ltd.  
t/a Valley Heights Steam Tramway.  
Proudly associated with the NSW Rail Transport Museum (Blue Mountains Division).  
Affiliated with the Council of Tramway Museums of Australasia and Rail Heritage Australia (NSW).

**“Preserving the past,  
enriching the future”**

**Volume 4 Issue 4**

**August 2007**

## Our New Shed—All But Finished!

As can be seen from the accompanying pictures, our new shed is looking fine. Apart from the swinging of two service doors and the concrete floor pour, it is finished. Down pipes have been connected to the water tank and I am reliably informed that the first rain water began to pour in on August 14th. I am sure you will agree, it looks very much like an old-time railway structure with the clerestory roof venting.



It will be



**(Above) Our tram steams past the new building on August 19. (Lt) The interior of the shed showing natural and electric lighting.**

some time before any rolling stock can be moved into the new structure on account of the need to relay the connecting track. Some non-rail items could be temporarily placed in the meantime.

## New Benefit for Members

### Agreement reached with kindred body

It has been quite a protracted negotiation for one reason or another however, we are pleased to announce that a reciprocal visiting agreement has been reached with the Sydney Truck and Bus Museum.

This agreement covers all STARPS members and full members of the VHLDHM. Members need only present their current membership card to gain admission to the Truck and Bus Museum and avail themselves of the facilities including rides, as normally available.

The benefit is available only to the member concerned and is not extendable to others in their party, nor is it transferable.



The Truck and Bus Museum is located at the Historic Tram Depot Tempe, 1b Gannon Street Tempe. The Museum is open on Wednesdays, Saturdays and Sundays between 10 and 3 and is readily accessible by public transport. STA buses (422) depart Circ. Quay and terminate conveniently at the Museum gates. It is also only a short walk from Tempe station. On Sundays, a vintage bus operates to Sydenham and Newtown Stations. Buses call at Sydenham at 10.35, 11.35, 12.35, 1.35 and 2.35. The Museum phone number is 9558 1234.

We hope members enjoy this STARPS initiative.

## Trikes Escape Ban for Public Rides—For Now.

### ITSRR expresses concerns

Early in July, Chairman Craig received a call from the Regulator's office regarding the operation of the "trikes" at Valley Heights. The spokesman said that our operation was the only one in the State now still operating this type of vehicle for passenger traffic. In any case, he was concerned that our accreditation documentation did not mention the use of trikes. We were requested to cease their operation until further consultation and investigation.

We have always been of the opinion that trike operation was quite within the purview of our accreditation. Further, under the Rail Safety Act 2002, trikes appear to be within the definition of "rolling stock" and under our certificate of accreditation, we may

operate, subject to "house" certification, "third-party" rolling stock. From a simple flow-down logic, in the absence of anything more definite, our operation of trikes for rides, would seem to be covered.

On his return from vacation, Operations Manager, Peter Stock contacted the regulator's office and on reciting the relevant article in our accreditation document, obtained a tacit approval to continue operating the trikes for the present.

Our impression has been that latter-day ITSRR officials have not been partial to public trike operation for a variety of reasons. If Public Risk insurance hasn't killed off the operators dependant on this form of ride, this latest move will.



*From the  
Editor*

You will recall mention being made last issue, of the theft of valuable copper parts from the depot area recently. A week ago, dual member, Ted Dickson found two holes cut in the perimeter fence in a similar fashion to the events leading up to the last theft. Further, drink money was stolen from the meal room. These events might or might not be related. In any case, with more of our activity being centred away from the round house, it is quite possible for intruders to enter the grounds for illegal purposes and not be observed. From now on, whenever activity is being undertaken away from the roundhouse, the security alarm will be set. So if there is no one around, just don't charge into the depot! With the sad events of Paramatta behind us we should be only too well aware of what intruders can do. This present crop of knaves appear intent of thieving whatever non-ferrous metals they can lay their hands upon and who knows what else they might get up to. If there is someone wandering in the grounds you don't recognize, ask them if you may be of help or refer them to the Duty Officer. Don't assume they are harmless. Ed.

### Relief Conductors Wanted

If any member is interested in doing some relief conducting work on occasional days, please contact Peter Stock or Bruce Irwin (phone numbers page 6).

Conducting is a responsible Rail Safety Worker position that will entail a Safety Health Check by a medico (the society will arrange) and on and off the job training.

Conducting is a rewarding job and a cheerful interactive disposition with the public is desirable. Attention to safety issues is a prime attribute.

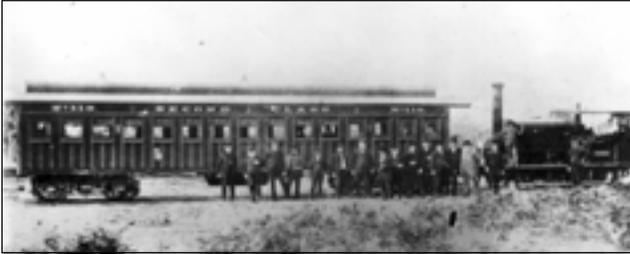


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paid your  
annual sub-  
scription  
yet?**



## Tribute to The Kogarah-Sans Souci Line—70 years closed.

July 4, 2007 saw the 70th anniversary of the closure of the last government steam tram service. The history of the line is fairly well known so I will only summarize the basics. I thought rather, I would concentrate on some of the press comments leading up to the closure and the perceptions of the old tram service, which ranged from totally scathing to outright sentimental.



**Opening of the Kogarah-Sans Souci service, 10-9-1887. Corridor cars and small 0-6-0 railway locomotives inaugurated the service.**

Following considerable agitation, the building of the Kogarah-Sans Souci line commenced in December 1886 with the rails reaching Sandringham loop by May 1887. The service opened officially in September 1887 and commenced at Kogarah station eventually making its way via Rocky Point Road to Sans Souci and thence to Sandringham. After the laying in of a couple of deviations over the years the route mileage totaled 5 miles 45 chains. The track was laid to light railway standards which allowed railway rolling stock to be hauled over the line. The line was opened with small railway engines and corridor carriages however these were eventually replaced by standard tram motors and trailer cars. The service developed rapidly, so much so that by 1925, 9 motors and 14 cars were required to service the line. A 20 minute headway had evolved with additional trams running in peak hours.

At the close of 1926 several steam tramway systems either closed or in the case of Newcastle, progressively electrified. The Cronulla-Sutherland steam line ceased passenger carrying in 1931. The goods service lingered on until February of the following year. This left Kogarah-Sans Souci as the only remaining government steam tram service.

With the Sydney tram system having been progressively electrified from the late 1890's, the presence of a steam service in the metropolitan area in particular, was seen as being positively antiquated. Moves were made to have the Kogarah service electrified during the 1920's however with the advent of the Great Depression, nothing eventuated in this direction. Never-the-less, pressure continued to have a more modern service as the steam service looked more and more antiquated and thoroughly out of vogue. In the mean time, losses continued to accrue year-by-year.

The decision to go with trolley buses rather than electric trams, was made early in 1936. As can be seen, it had been obvious for some time, that the steam trams' days were numbered. Less important maintenance was let run down with the condition of paint work on motors and cars being a last consideration. The application of an oily rag preserved the paint work on the motors a little better, however the trailer cars deteriorated rapidly as they spent most their days in the open. As can be seen from the photo in this article, they were approaching a state of near dereliction. Such was the condition and perception of the rolling stock, that it provoked the following deprecatory piece of verse in a local newspaper. Whoever wrote it would certainly have greeted the trolley buses with open arms.



**By the time the steam trams finished service, they all looked quite decrepit, thus this cartoon. Says the painter; "Try a drop of paint?" to which the tram responds, "No thanks, I never touch it!"**

### KOGARAH'S FLYING DIRT-BOX

(PUFF! PUFF! PUFF!)

Without the least danger! it seems to a stranger,  
The great screeching tram whistles and blows;  
And in on the rail, with its dust-strew trail,  
This unpainted awful wreck goes.

Wildly rattling along, dirty coal smoke fogging it on,  
The "Daylight Express" flies beside:  
This beautiful racer, is just out to pass her,  
"Our own mongrel" with scary hide.

Yet so filthy it seems, as it whistles and screams,  
The rail-gate clanging its bell;  
And in great belching fumes, this scandalous shame  
Tears on like a black coal from hell.

At the new fire station it gulps with elation!  
While the passengers gasp with disgust;  
And each poor Abi. knows, if his nostrils won't close,  
He has swallowed a car full of dust.

It may seem strange that a pup with the mange,  
A lethal-chamber will visit;  
This departmental thing, on which germs and dirt cling,  
Dangerous menace—Now isn't it!

Round the corner it shoots, on its dangerous routes,  
And crawls the hills on its way;  
Where enveloped in dust, and coal-grit, sparks and rust,  
Our visitors cry in dismay.

So it duffers along while its paint sings a song!  
In flapping flakes healing its sides;  
Fills St. George's beds with the sick, maimed and dead,  
While the Parliament House decides!

Each clean white clad stranger, steps off the grave danger,  
A really industrious "sweep";  
And off rattles the wreck, but it leaves around each neck  
A nice gritty collar to creep.

Take a train, boat or beast, from a hole in the East,  
Or choose the worst place since your birth;  
With the help of Old Nick, I'll defy you to pick,  
A filthier transport on earth!

It's near a Great City, oh! 'tis a great pity,  
Our M.A.P. don't travel by tram;  
As their death or disease would most probably please,  
The balance to give us a tram.

—ANON.



In mid-March 1936, it was reported: "For many years an eyesore and a constant source of danger, the old steam trams on the Kogarah-Sans Souci line are to go following public agitation for their removal. Work to replace the system with trackless trolley buses will commence almost immediately."

At last July 4 arrived and the big changeover occurred with all due official ceremony and much public acclaim. Some 90,000 people witnessed the changeover. As predicted, the public went crazy. The "Daily Telegraph" of July 5th recorded the scene thus: (Note the top half of the doors are already missing!)

The following recall was featured in "The Times", a local newspaper on July 22, 1937. Here, now that the trams had passed, we find fond sentiment abounding.

For many years the Kogarah tram has been a feature of the landscape in this district. With the discontinuance of the Cronulla steam tram a few years ago— and the conversion of the few remaining ones in Newcastle — to electricity - it inherited the unique distinction of being the only one of its kind in the State. We have never accorded it the appreciated commensurate with its peculiar exclusiveness. For oodles of years it has never even been painted. But in spite of the hang-dog appearance which this neglect occasioned—it has kept faith with the people.

Whoever has made the journey by the tram from Kogarah to Sandringham on a holiday morning with the picnic crowd it always carried, has missed a great deal...children...children...children. And, always the fishermen with baskets or bags exuding the haunting and distinctive aroma of prawns...prawns...prawns...dead prawns.

Its laboured breathing on the hills between Kogarah and Ramsgate could be heard over long distances. Folks as far away as Brighton foretold the weather, more or less correctly, by some subtle quality in the volume of the sound. The wind changing to west or south of west was instantly detected by the same means.

The tram had one bad habit which the writer often noticed—the way it used to dive out of Prince's Highway diagonally across South Street on its way to Montgomery Street, was just a little too bad. This was due to a rise in the grade at this point which had to be taken at a good pace or not at all.



Trail car 180B. The decrepitude of the paint-work is readily visible on this car.



The passing of the old and the arrival of the new. This well-known photo was taken on change-over day, July 4, 1937.

LAST STEAM TRAM SUFFERS



WHEN SOUVENIR-HUNTERS had done their worst to the old Kogarah-Sans Souci steam tram, tearing off doors and breaking windows after its last trip in the early hours of yesterday morning, it was a centre of interest to these sightseers.

"PUFFING BILLY" HAS WILD LAST RUN

SOUVENIR-HUNTERS stripped "Puffing Billy," the Kogarah-Sans Souci steam tram, on its last run early yesterday morning.

An attempt was then made to burn the tram, and one compartment was badly charred.

Hundreds of youths were finally prevented by police from lifting the tram off the line at Sandringham.

The souvenir-hunters tore out the seats, wrenched off the steel doors, and took everything portable.

One woman, armed with a hammer and chisel, removed iron handrails to use as lawn rails.

Covered with wreaths, and inscriptions such as "Good Old Faithful," "Made in Japan," and "Quinn's Oulley Express," the tram set out at 1 a.m.

More than 1000 passengers were clinging to the roofs and running boards of the three carriages.

On Gray Street grade the lines had been heavily greased; the wheels failed to grip, and the tram was backed to the railway cutting, where another engine was coupled up.

Hundreds stood in the streets in pyjamas to farewell the tram. Many in evening dress, laden with old iron fillings, sang "Old Faithful," and other songs until dawn.

Crowds unprecedented in the suburbs gathered for the opening of the Kogarah-Rockdale-Sans Souci trolley bus service by the Premier (Mr. Stevens) on Saturday.

More than 100,000 people, police estimate, choked approaches to Rockdale, Kogarah, and Sans Souci for three hours.

Such wholesale public vandalism would be unbelievable nowadays. It seemed to be a strange emotive mix of "Old Faithful" sentimentality and good riddance.

The tram had one bad habit which the writer often noticed—the way it used to dive out of Prince's Highway diagonally across South Street on its way to Montgomery Street, was just a little too bad. This was due to a rise in the grade at this point which had to be taken at a good pace or not at all.



**Kogarah residents gave this motor a rousing send-off in the early hours of July 4, 1937.**

(Photo courtesy, "Daily Telegraph" 5-7-37)

*This was more or less disconcerting to pedestrians and other road users new to the district. Later on, this peculiarity came to be regarded as just a pleasant little mannerism like Grandpa wiping his whiskers on the table-cloth and unworthy of serious criticism.*

*However, there is no room for sentiment in modern progress and the old steam tram at last has made way for the later and more economical method of transport—the trolley bus."*

With the passing of the Kogarah-Sans Souci trams, the era of government sponsored steam trams had finished. Their initial introduction to Sydney in 1879 was hailed as an innovation however with the introduction of the electric tram just prior to 1900, they

were quickly seen as antiquated and consigned as fast as possible to outlying areas to initiate pioneering systems.

The Parramatta-Redbank Wharf steam tramway was privately owned and lingered on until 31-3-1943. New lightering arrangements and the encampment of the American Forces at nearby Rosehill made the continuance of the goods and the vestigial passenger service impossible.



**One of the double-decker trolley buses that supplanted the steam trams. They were clean, efficient and modern. Even so, they also succumbed to "King Diesel".**

The following poem was also published in the local paper as part of a special supplement. The author is unknown.

### The Tram's Farewell

My time has come and the end is here-  
The job, now it is through,  
And on my way, I would like to say,  
Just a word or two to you.

For twice a score of years or so,  
Old King Coal and I-  
Have carried the folks most carefully,  
And now We must say goodbye..

Now if I've clattered and puffed a lot,  
And smoked 'till all was blue-  
But to say that I was public pest,  
is not exactly true.

From Kogarah heights to the water side,  
When the heat would make one faint-  
I've climbed the hills with crowded cars,  
And starved for the want of paint.

In the winter nights in the storming rain,  
When the way was inky black-  
The folks I've carried at early morn,  
I brought them safely back.

In wind and dust and rain and shine-  
Through Sandringham and back;  
With never a hitch or accident,  
I've followed the shiny track.

The little children of years ago,  
Are men and women grown.  
And alderman have come and gone-  
As the changing years have flown.  
Sans Souci folks and Ramsgate folks-  
And Sandringham...and so-  
Were glad of me- came to me -  
And I carried them to and fro.

And if the smoke from my daily toil  
Was black- and sometimes rank-?  
Remember that if I smoked a lot-  
Clean water was all I drank.

And so my friends in passing on,  
Without any noise or fuss-  
I wish you all the best of things,  
In your brand new trolley bus.

- The Old Steam Tram

The trolley buses essentially followed the tram route with a couple of deviations and an extension through to Rockdale. They were proudly 50% Australian made and provided a great service. However, even these could not stem the tide of the diesel bus. The trolley buses were eventually discontinued in 1959.

To commemorate the Kogarah closure, the society is mounting a small display at the depot. This features the commencement of the Sydney steam tram service (including the involvement of Edward Loughry, member Kevin Loughry's grand-father) and the closure of the Kogarah system. Any pieces of memorabilia for loan to the society for the duration of the display, would be greatly appreciated.





## The Steam Trams of Old Sydney...

### Continuing from last issue's "Steam Tram Cockies Knew the Answers".

*In this issue we follow the story of the steam trams of the late 1800's as written by H.J. Hayman ("Transport Authority") for the Eastern Suburbs Advertiser of 16-9-1948. Mr. Hayman continues with his somewhat romantic review of the steam trams of the city. Parts have been edited with additional text by the editor, in italics.*

#### The Steam Trams Were Spotless

"They were mechanically perfect and brilliantly polished. Before trams left their shed each day, a man with a megaphone would yell: 'Calling all cars.' This was the signal for guards to stand by their trailers for a routine inspection. Every minute detail of the cars was inspected for cleanliness and safety. The steam motors were rigidly examined. The express mail trams did a trial forward and reverse on a circular track before being coupled to the trailers. The employees were also inspected! The seats were dusted, water bottles filled and this, topped off with white steam from the motor, made a cloud like effect.

*Tram motors at this time were usually operated by a regular crew who took pride in maintaining their charge. As the system grew into the suburbs and more depots appeared, it became necessary for tram stock to be moved around as required. Thus, the personal attention that was lavished on the motors in former times gradually diminished. Whilst tram stock may have been scrupulously looked after in early times, they were still seen by much of the public as dirty, dangerous affairs, despite coke being used for fuel in the City to minimize smoke and smuts. This opinion gathered ground when electric trams began to be introduced.*

#### Destination Route Symbols

*Prior to the introduction of destination boxes with their coloured blinds, the motors carried the route colour symbol on a metal plate fixed on the front railing of the motor. The destination in writing was shown on a board that was hung lower down on the motor's apron. Destination boards were also displayed on the trailer cars. It is said the colour signs were for the early warning of pointsmen to enable them to set the road for the oncoming tram. Another quite likely explanation is that they aided the high number of illiterate people of the times, to recognize their correct tram to board.*

The route colour symbols were painted by artists and hung up in the guard's compartment, in readiness for whatever route the tram was destined for. They made a brilliant splash of colour.

Mr. Hayman tells us that when the coloured route signs were first introduced people became indignant as the horse omnibus drivers sneered referring to the Coogee Bay trams as 'The Irish jaunting car'. This referred to the green plate carried on the front. The 'adjectival' Irish tram, was a Woollahra bound tram carrying a red and green halved plate on the front. The "Base Wolloper" was a Clovelly tram carrying the army patch halved triangle in red and green. *It should be remembered that in those times there was a lot of furious competition between the trams and the horse bus proprietors. Added to this, sectarian and religious intolerance abounded in all levels of society. The three ball symbol on a Zetland tram had it known as "The Uncle", referring to the slang for pawn shops.*

Several army units had the same colours as Sydney tram routes so the soldiers rode on those trams whose soldiers wore the regimental colours free—on the roof! (sic)

Some of the symbols used are as follows:

B o n d i  
(Aquarium) -  
Red disk on white field.

Coogee—Green plate

Clovelly—Halved triangle in red and green on white field.

Kensington—White diamond on green field.

Interestingly, the Rifle Range tram that ran to the old Randwick Rifle Range, showed a green target sign. This sign was subsequently transferred as the route symbol for Malabar, near to which, a new rifle range was located.

*Another interesting snippet relayed by Mr. Hayman is that the residents of Long Bay did not like their suburb's name because of the connotations to the recently established Long Bay gaol (c.1910). So the district was called 'Malabar' after the wreck of that name.*

Similarly, during the 1914-18 war, public objection was taken to the red cross signs on Leichardt trams, the district being named after the German explorer. *Such was the intensity of anti-German feeling.*

To popularize the Sydney beaches, the word 'Beach' was added to beach terminal trams. The only exception was 'Clovelly'.

#### Night Signs

To distinguish the trams after dark, a system of coloured lights was used. These were oil or kerosene lamps that had red, green and clear glass. *Additionally, glass plates carrying various symbols were carried for insertion over a clear light. Two Lamps could be displayed. These lamps also featured on other systems that had colours for various destinations. This included Newcastle and Broken Hill.*

Waverley trams had a single red lamp; Coogee, a single green. Woollahra, (red and green) Railway, (white) Glebe, (two red) Botany, (one green, one white) Crown Street, (two white)."

(Continued on Page 6)



(Above) A Leichardt bound tram is seen here in Elizabeth Street Sydney. It carries a route symbol of a red St. George cross on a white field. These symbols continued into the electric tram era.



(Above) The route symbol plate and destination board can be clearly seen on this photo of the 1890's. The destination boards had a dark blue field with white lettering.



## "Preserving the past, enriching the future"

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The museum is located in Tusculum Road, Valley Heights. Ample parking is available. A train service is available to Springwood. Valley Heights station is accessible for museum visitors but you must walk around to the Tusculum Road entrance and not attempt to short-cut across the tracks.

The museum is open between  
10 and 4 on the 1st and 3rd  
Sundays of the month. Trike  
rides on the 1st Sunday,  
steam tram rides on the 3rd  
Sunday only.



**Works Report: 99DD:** No.1 bogie timbers replaced. No.1 side panels removed. Knee braces manufactured and installed to columns of No.1 side. Machining of bogie gear (Steve Tolhurst). Grit blasting of bogie gear. **Other:** Wiring and lighting installed. (Wks Mng. Craig) Anti-graffiti liquid applied to new shed. Ticketing display refined.



(Continued from Page 5)

Mr. Hayman tells us that, "The Waverley tram at night, often showed a green lamp beneath a red lamp. The green lamp denoted it connected at the Clergy Daughters' School (St. Catherine's) with an extension shuttle electric tram that plied hourly to Randwick.

Mr. Hayman goes on to say that Sydney had its "purpose built trams". "H" class trams Nos. 739 and 740, were built for the tourist traffic to Watson's Bay. "M" class trams 737 and 738 were built for moonlight excursions to Tamarama, then known as Wonderland City, Australia's first "Coney Island".

Some trams were known by name e.g. 1066 was known as "William the Conqueror". No.1111, the "Four Aces". This last mentioned tram is presently in the Sydney Tramway Museum.

(The final part of this article "Shooting Through Like a Bondi Tram..." will be in the next issue. B.S.Irwin. Editor)



### In Sympathy

Directors, members and friends of the society wish to extend their sincere condolences to members Peter, Robyn, Greg and Darren Stock on the passing of Dulcie Keeling (formerly Stock) (Mother, mother-in-law and grandmother, respectively). Dulcie (aged 96) passed away on June 28. We have fond memories of Dulcie back in our Parramatta Park days, Here, she regularly helped out in our kiosk. She was a lovely little lady beset unfortunately in later life with dementia.

R.I.P

## Last but not least.

### New Rail Safety Act Delayed

The 2007 Raul Safety Bill which reflects the National Model Legislation, was to be introduced into State parliament during the session that ended June 29. This was to enable the Act and Regulations to be brought into effect by July 1,2007.

The consultation process has apparently taken longer than expected with 12 public submissions being received by ITSRR. Members will recall that one of our (and several other groups) concerns was the lack of immunity from prosecution for volunteers.

It appears that NSW is not the only defaulter. With the exception of Victoria, none of the other jurisdictions will be able to make the previously agreed deadline either.

The Spring session of Parliament now looks to be the target for submitting the legislation.

Ah! The plans of mice and men and ITSRR!

### Sydney Light Rail News

With the 10th anniversary of the Sydney Light Rail line occurring during August, Steam Scene enquired of the company if anything was proposed to celebrate the event. In a word—"No. Every thing costs money however there might be a celebration of the monorail's 21st birthday in a couple of years time."

In regards to any possible extension of the present line, there is nothing on the horizon although there are noises being made about the inclusion of light rail in the Hickson Road-East Darling Harbour redevelopment proposal. Although Sydney's Lord Mayor, Clover Moore, is supportive of SLR, the NSW government is far less effusive. Without their support, the present Lilyfield line will continue to be only a token gesture in the quest for a solution to Sydney's strangulation by traffic.

It is amazing how attitudes change.

Sydney's light rail revival commenced operations ten years ago within the warm embrace of the government, seemingly happy to be wedded to the concept. It would appear, once the honeymoon was over, the fickle "beau" quickly lost interest in the relationship. This left SLR in the lurch, "bare-wheeled" and full of pregnant ideas with not much hope for the future!

### New Ticket Issue

Since commencing operations at Valley Heights, we have been using old stock, Parramatta Park tickets. New stock, for the "Valley Heights Line" has been printed. To add to authenticity, the society's title has been removed and replaced with "NSW Govt. Tramways".

Our passengers have always been delighted with our tickets and we expect they will be even more so as the colours and text are closer to the original government issues. Westend Press of Ingleburn carried out the work.

The first day of issue was the steaming-day of August 19. The colours of the tickets shown, from top to bottom are pale green, salmon, Orange, It. brown.

