

**EXTRACT FROM LINE NOTES - LIDCOMBE TO CABRAMATTA –**  
**From Rlys. Archive Office**

REGENTS PARK 2<sup>nd</sup> site 12.27.17M (19.858km) / 97 ft. (29.8m) opened on 1<sup>st</sup>. site 11.11.1912; new site on deviation 8.10.1924.

Named after estate on which station was built, which in turn was probably named after Regent's Park in London.

(End of original single track 12.26M (19.840km)

Regents Park Signal – box 12.19.83M (19.711km) 8.12.1924

**UP SIDE SIDINGS**

Auburn Brick Co. siding 11.11.1912, Clay Industries Ltd.

Siding 2.1940 to 17.3.1951 (WN12/51)

Kilborn & Willick's (Wagon builders) Siding 1913 to 1929.

Babcock & Wilcox Siding 1922

Commonwealth Sidings 19.9.1943 to 5.9.1964 (WN50/64)

**DOWN SIDE SIDINGS**

Water Board's Siding 9.6.1915 to Water Board Tramway Crossing 3.9.1919 to

Potts Hill Reservoir Construction Siding 11.11.1912 to Potts Hill loop 9.5.1917

Potts Hill Pumping Station Siding 17.2.1916 to 9.7.1966

End of Siding 13.28.67M (21.497km).

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6.2.1924 – New line on Down side from Lidcombe to distance 11.49M (17.497km), also a new platform at Berala, WN6/1924.

30.6.1924 – Old line to Potts Hill Reservoir spiked and new Down South Main line between Berala and the new Regents Park station brought into use, WN26/1924

1.7.1924 – Diversion of traffic to future Up Main from 10.44M (16.978km) to 11.40M (18.507km), and Up side of Berala brought into use, WN36/1924.

8.10.1924 – New double line between Lidcombe and Regents Park and new station at Regents Park, WN41/1924

Footbridge at Regents Park station 15.11.1923 (built by White Bay Perway Workshops).

Auburn Road overbridge steel span, jack arches.

Steel overbridge for pipeline (water) constructed 1921

1947 Water Tank of 225kl. capacity single tier on steel stand. Sold Jan. 1971

SEFTON PARK JUNCTION SIGNAL BOX 12.53.95M (20.397km) 15.5.1924

**ELECTRIFICATION** – 2.12.1929