

there was a station here, originally called Green Lanes (later Noel Park and Wood Green), situated where Argos now stands. The bend in the High Road here was originally made so that the road could pass under the railway at a better angle.

Cross the High Road and walk down the alley which runs next to Argos. This brings you out onto Gladstone Mews which leads onto Pelham Road. You are here on the edge of the Noel Park estate, planned and built in the late nineteenth century. Turn right along Pelham Road and continue along Glynne Road. Straight ahead of you is the Sandlings estate, built on the course of the railway and Noel Park goods yard. The most pleasant way through the Sandlings estate is to turn right here and then left along a path bordering the estate. Beyond Sandlings the railway passed under Westbury Avenue. The road was humped to allow the railway to pass underneath. The hump is still there and the bridge hole used by the railway has been landscaped and laid out for pedestrians and cyclists.

After Westbury Avenue the railway passed through an area which is now the well tended Mannoek Road allotments, not accessible unless you know someone who will let you walk through. So turn right and walk along Frome Road towards Turnpike Lane station. Continue a little way along Westbury Avenue and then turn left through a little passageway into Langham Road. Facing you is the listed Turnpike Lane tube station. Turn left and you will start to come across a number of urban art projects on walls, shops and street furniture by the Turnpike Art Group (www.turnpikeartgroup.co.uk). Continue along Langham Road and then into Graham Road. This narrows and becomes Langham Place. At the end of Langham Place you can see where the railway emerged from what is now the Mannoek Road allotments. There is a plaque in the pavement commemorating the railway and rails have been set into the recently built pavement although the gauge is somewhat more than the standard 4'8½"! There are other reminders of the railway here with images of a guard waving a green flag and a booking office window painted on the wall of an electricity sub-station.



Mural of ticket office by Turnpike Art Group

The line then continued through what is now a new estate, called Ivatt Way. Henry Ivatt was the Great Northern Railway's locomotive engineer, although his more famous son, George, worked for GNR's west coast rival and became Chief Mechanical Engineer of the London, Midland and Scottish Railway.

Ivatt Way is a cul-de-sac but, if you walk down it, you will be rewarded by a view of a double bridge which took the railway and adjacent sidings under Belmont Road. You now have to retrace your steps and turn right along Downhills Park Road, passing the former Belmont Road School, now council offices. At the roundabout, enter Downhills Park. Turn right and take the footpath along the edge of the park. Ahead of you are the grounds of Park View School in a shallow cutting. This is on the site of the railway line and its width here is accounted for by goods sidings beside the line. Look to your right and you see the double arch bridge, which you might have seen from the other side in Ivatt Way, through which the railway and the sidings extended under Belmont Road.



The Belmont Road Bridge from Ivatt Way

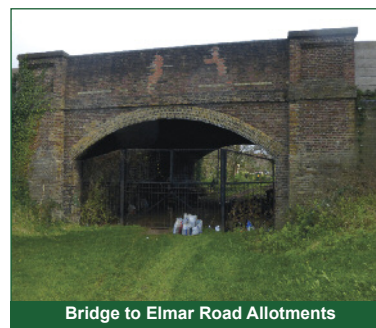
Turn left and walk along by the metal fence which borders the school grounds. Near the entrance to the park you can see three statues of famous Tottenham people – Luke Howard, Walter Tull and Nicola Adams. You go out of the park onto West Green. In 2012 major improvements were made to this area by the council in conjunction with Sustrans. Two-way traffic replaced the gyratory system and the entire north side was pedestrianised. There are wider pavements, newly planted trees and new attractive lamp posts in front of the 1899 listed former Tottenham School Board Offices (now the Wisdom School).

West Green station was on the site of the present entrance to Park View School. There is no trace here of the station but, on the other side of the road, a bridge parapet has been left to show you where the line passed under West Green Road. Beyond the parapet can be seen a modern estate on the course of the railway called Gresley Close, named after Sir Nigel Gresley, Chief Mechanical Engineer of the London and North Eastern Railway and the designer of Mallard which holds the record for the world's fastest steam engine.



Bridge parapet in West Green Road

Walk across West Green Common where there is a war memorial and also a plaque commemorating the Windrush generation. Cross West Green Road by the pedestrian crossing, turn left and walk along West Green Road. Pass Cornwall Road and Caradon Way. Turn right into Avenue Road and ahead of you the road rises over the old railway. Just beyond the bridge turn right onto a footpath. Go down the slope and behind you you will see the bridge hole. It is now the entrance to the Elmar Road allotments stretching along the course of the line. The estate here is called Sturrock Close, named after Archibald Sturrock, an early locomotive engineer for the GNR.



Bridge to Elmar Road Allotments

Return to Avenue Road, turn left and then right into Elmar Road opposite. Eventually Elmar Road turns left and brings you back to West Green Road. Continue along West Green Road past the Fountain pub which, with its garden, has been preserved following a vigorous campaign by local people. Take the next turning on the right, Kirkton Road. A short way along Kirkton Road a new set of decorative railings bars the way for cars. The railway crossed over a bridge at this point. A new development on your right and on the course of the railway is called Brunel Walk after the famous engineer.

Continue through the gap in the railings and turn left at the crossroads into Seaford Road. This bends to the right and you then turn left into Roslyn Road. Ahead of you is a small park called Brunswick Road Open Space. The branch line had its own platforms at Seven Sisters station built on an embankment on this site. A section of this embankment can still be seen. The line finally joined the existing line just to the south of the station.

From the park you can reach the entrance to Seven Sisters station (main line and Victoria Line) by turning right out of the park and left into Seven Sisters Road. Alternatively turn left and then right onto West Green Road for the 41 bus or numerous buses on Tottenham High Road.