

GLIMPSES OF HOLT

THE RAILWAY



The first station building, opened on 1st October 1884, was a temporary, wooden affair. It was moved to Melton Constable where it now stands next to the Railway Trust.



The first 'pavilion' type station, built in brick, was opened on 1st November 1886.



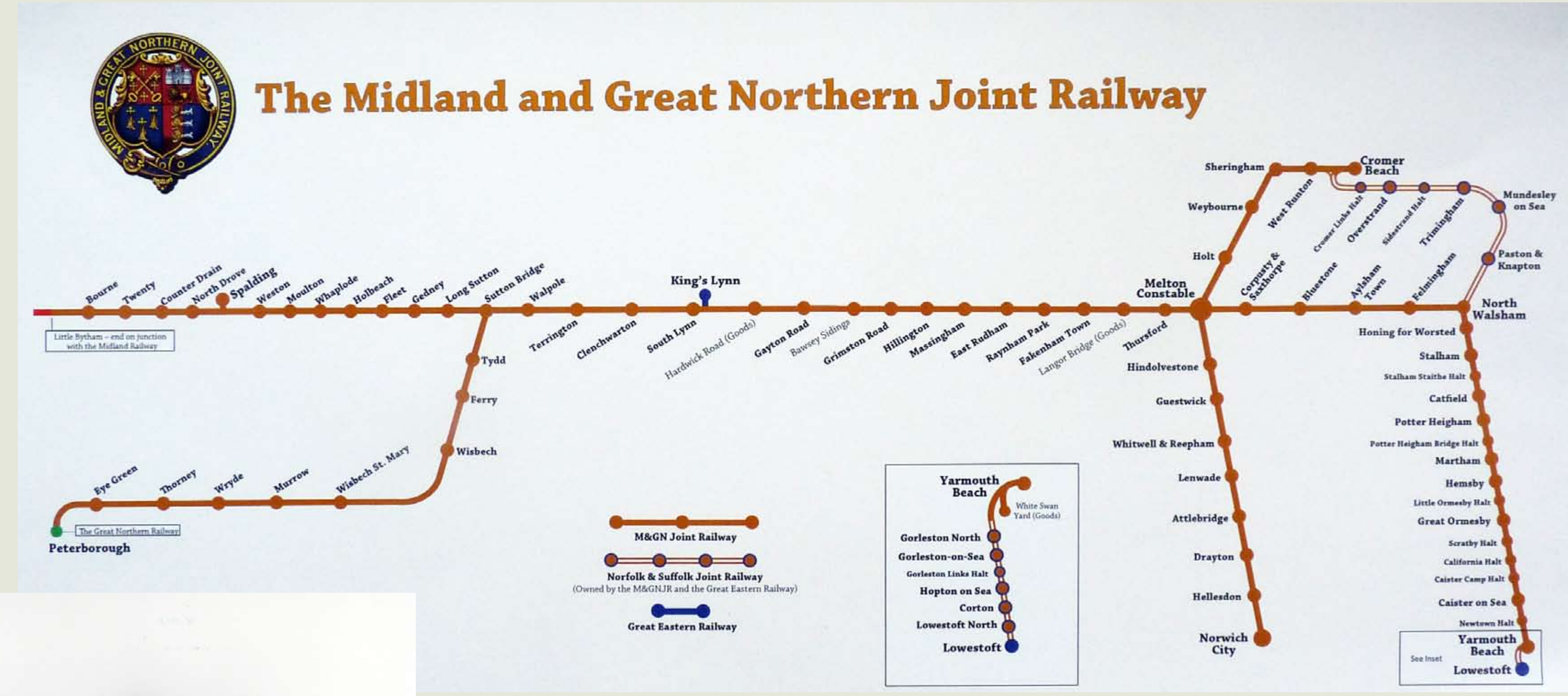
The original brick station at Holt was replaced in March 1926 after it was destroyed by a fire. This new building (above) was of a similar design and included the familiar 'bell' tower atop the roof. This building lasted until final closure of the line in December 1965.

The first Railway in Norfolk was the Norwich and Yarmouth line built in 1844. The east-west route came later, linking Kings Lynn with Yarmouth via Melton Constable, Holt, Sheringham and Cromer. Following the 1883 creation of the Eastern & Midlands (E&M) Railway the contractors began the line from Melton Constable to Holt.

'We went to our boarding school in Norwich on the train, and were put in charge of the guard - there was always about three-quarters of an hour's wait at Melton Constable!'

Eva Lord Holt: *An Illustrated History Vol 1*

Holt has had four station buildings!



This station building was destroyed by fire in 1926.

A large number of men (and a very few women) would have been employed on the railway at Holt. At the station itself there would have been porters, booking clerks and, of course the station master, who was a respected figure in the town. As many as four signalmen were needed to cover all shifts and there would have been goods clerks and shunters as well as at least eight men in the maintenance gang for a four to five mile section.

All steam trains came through Holt. We got to know all the drivers. We used to wave to them and they'd say, 'You be a good girl!'

Pauline Whitmore Holt: *An Illustrated History Vol 1*

Muddle and Go Nowhere

In 1893 the E&M and the M&E (Midlands & Eastern) became vested in a new railway, the Midland and Great Northern. Thus was formed the much-loved 'Muddle and Go Nowhere' connecting a sparsely populated farming area dotted with the occasional new holiday resort on the coast.



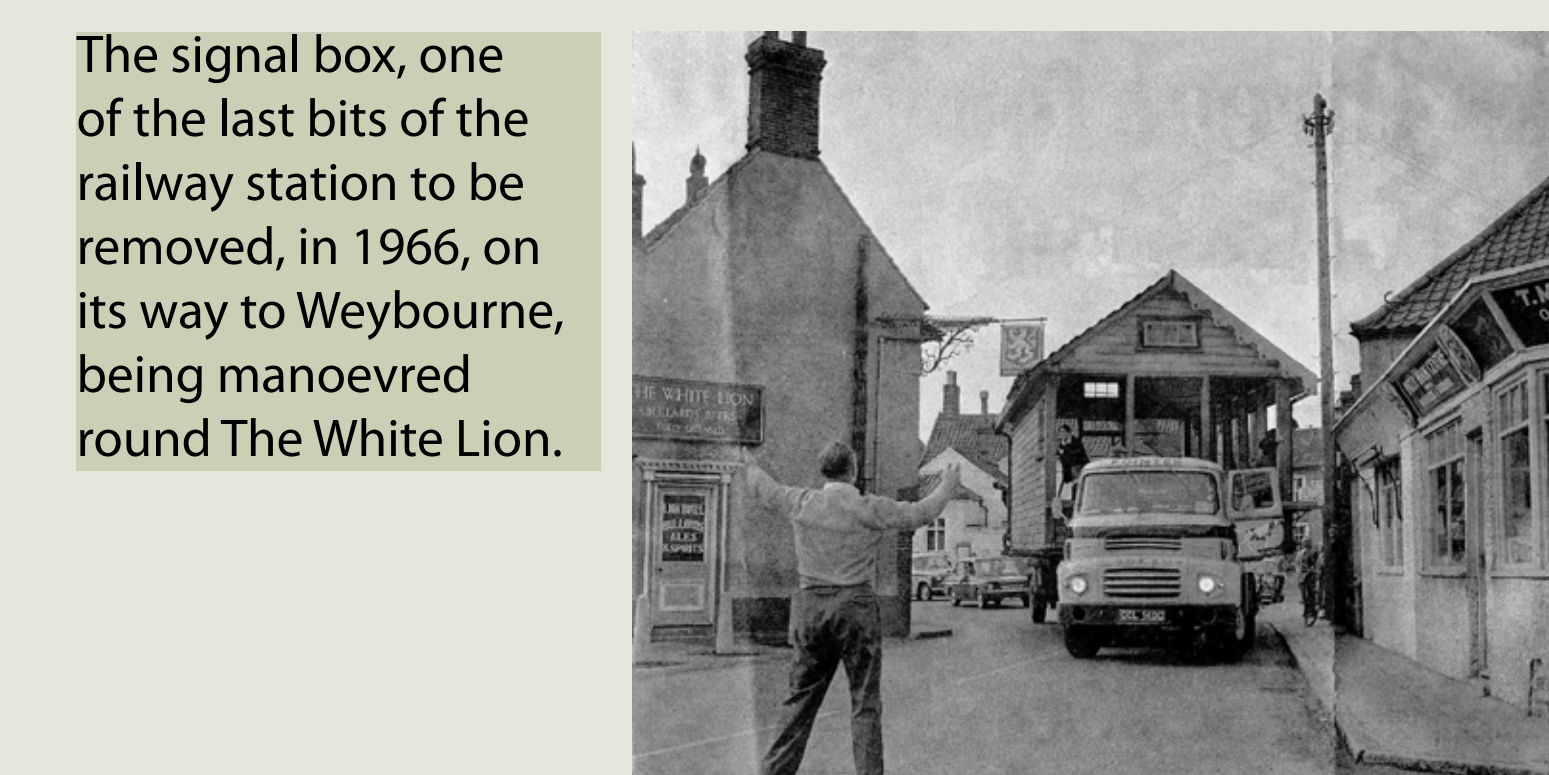
The station bookstall - probably between the wars



A diesel railcar at Holt station in the 1950s.



A postcard from 1918.



The signal box, one of the last bits of the railway station to be removed, in 1966, on its way to Weybourne, being manoeuvred round The White Lion.



A winter photograph from the 1950s.

The line was closed to passengers in 1958 and a few years later provided land for the bypass.

This photograph was probably taken in the 1950's. It shows the level crossing and Billy West's grainstore - still standing but not for much longer as the site is developed for a supermarket.



In 2001, the North Norfolk Railway was given the old station building from Stalham, on the Yarmouth line. This was re-erected and reopened in 2005 at the NNR's Holt site on the Holt /Kelling boundary - the closest that the new Railway could get to the original site - thus giving Holt it's fourth station.



The North Norfolk Railway (Poppy Line) runs trains between Holt and Sheringham in all months of the year but more frequently during the summer. Currently it has seven steam locomotives and five diesel locos and railcars in service.

