

Mark your calendars

From **26 December 2024 to 12 January 2025**, our rail network will undergo this critical upgrade. All train services that run in and out of Wellington Station will be replaced by buses – check [Metlink.org.nz](https://metlink.org.nz) for the latest info.

Trains will resume service – using the new, computer-based signalling system – on **13 January 2025**.

Please note: On the Wairarapa Line, buses will replace trains until after 9 February 2025. Visit metlink.org.nz/summer for more details.

Stay informed!

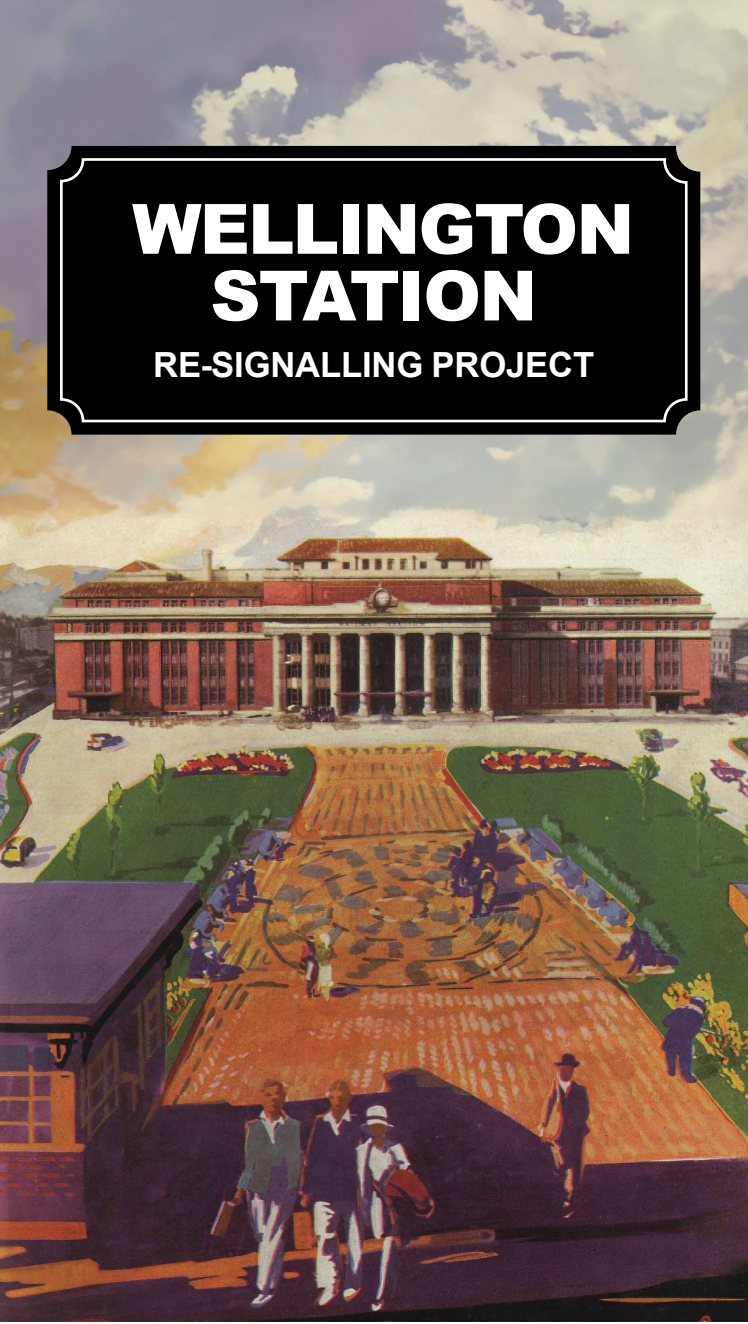
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Got a question?
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For details on Metlink services, visit metlink.org.nz.

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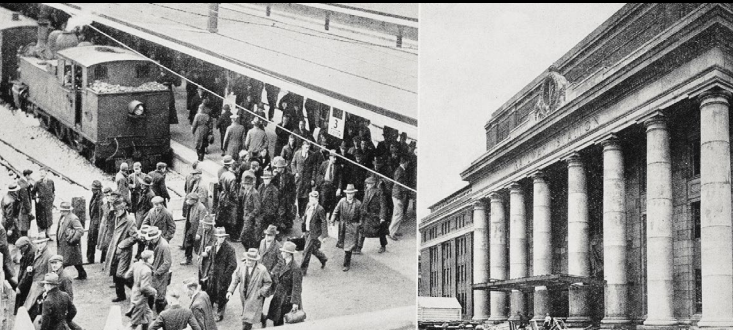


**WELLINGTON
STATION**
RE-SIGNALLING PROJECT

**WELLINGTON STATION
PAST, PRESENT & FUTURE**



December 2024



**Wellington Station
Re-signalling Project**

Wellington’s historic railway station is on the brink of an exciting transformation. We’re giving our train network a modern, computer-based signalling system and improved track layouts.

Signalling coordinates train movements in and out of the station by connecting tracks and directing trains to keep everything flowing. It is currently the work of a handful of highly skilled people who use manual switches and levers to safely navigate arrivals and departures.

Switching to a new computer-based signalling system marks the end of an era, and makes it possible for more trains to safely move in and out of the station. It is a big part of getting our rail network ready for faster and more frequent services.

We’ve worked a lot of nights and weekends, as well as every public holiday, since starting work on the switchover in early 2023. Thank you for bearing with us whenever your trains are replaced by buses.

What’s involved?

Building a new signalling system while keeping the old one running, and commuters moving, is a big challenge. Wellington Station is a tight space to work in, and there is a lot of fragile infrastructure. Much of it dates back to 1937.

Ducting: Our civil contractor Downer has dug 7km of ducts around the site to hold the 100km+ of cabling needed to connect the new system.

Signals: Our signalling contractor Siemens has installed most of the new signals already. These are covered up for the time being, and will be revealed in January when the old ones are removed.

Track: We’ve adjusted the track layout to make it safer and reduce train conflicts. This includes adding 14 new turnouts (where trains move from one track to another), and modifying the location of the crossovers (sections that connect two parallel tracks).



**Christmas 2024:
All hands on deck**

This year’s Christmas/New Year network shutdown is the culmination of the re-signalling project. This 18-day period will see all teams mobilised, including international signalling experts.

We’ll complete key physical work during this period, ensuring the network is ready for the new systems. Following the physical works, we’ll be thoroughly testing the new system to ensure everything operates smoothly before reopening.

