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**The IRSE NEWS Editorial Team would like to wish you all a Happy New Year for 2015.**

The non-signalling engineers and managers in the world-wide railway industry still consider what signalling and telecommunications engineers do as being difficult and "The Black Art". There is no reason why the industry should not communicate and be educated further, in order that those non-signalling engineers and managers leading and controlling signalling projects understand how the building blocks work and fit together. In addition to that, the robust process of testing and commissioning needs to be further understood by the whole of the industry and the AFC (Approved for Construction) and testing and commissioning processes and procedures should be adopted by other disciplines.

The reason why the Tester in Charge needs wheels-free time is not necessarily clear to the other disciplines, however, if you are a principles tester trying to set routes and verify the controls, unless the railway you are testing is able to be operated with the required signalling equipment installed and set to work, he or she cannot complete the testing and then there can be a delay to the commissioning programme. If delays such as this occur, the Tester in Charge must re-sequence testing activities to maintain the end completion time. He or she does not have the time when this happens to explain and produce a new programme for others to understand what testing remains with only a few hours remaining until the planned completion.

Communication and further education must be considered for non-signalling engineers and managers in plenty of time before any signalling commissioning takes place in the future. This would hopefully prevent or at least reduce the amount of times the Tester in Charge has to be diverted from undertaking the job in hand and be allowed to complete the management of the testing and commissioning activities, in order to sign in to use a safe and reliable railway.

**The Editor**

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