Dear all,

in the beginning of developing the interlocking schema part it was decided to use the geographic principle for route
definition, which is more rule based. That's why the issue of flank protection was not promoted. Currently any flank
protection conditions can be defined using RouteRelations.

The question is whether this is sufficient for your purposes and clear to follow without need for interpretation?

Maybe, you have another suggestion, how to model flank protection?

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Regards,
Jörg von Lingen - Interlocking Coordinator