Claims

1. A method for operating a rail vehicle (130),
   - ~~wherein~~ by which a failure of a communication link (217) between a track monitoring system (250) and the rail vehicle (130) is detected by the track monitoring system (250) and by the rail vehicle (130),
   - ~~wherein~~ by which the rail vehicle (130) continues in motion even in the event of a failed communication link (217) as long as no hazard state is identified by the track monitoring system (250) and by the rail vehicle (130) and
   - by which a processing unit (220) of the rail vehicle (130) initiate a braking action on the part of the rail vehicle (130) if a hazard state is identified,
   - wherein a power supply (260) to the rail vehicle (130) is interrupted (261) by the track monitoring system (250) if the hazard state is determined by the track monitoring system (250) and
   - wherein the processing unit (220) of the rail vehicle (130) initiate the braking action of the rail vehicle (130) if the hazard state is determined by the rail vehicle (130) or if the interruption (261) of the power supply (260) is detected by the rail vehicle (130).

~~2. The method as claimed in claim 1, wherein the rail vehicle (130) is braked if a hazard state is identified.~~

~~3. The method as claimed in one of the preceding claims, wherein a power supply (260) to the rail vehicle is interrupted (261) by the track monitoring system if the hazard state is determined by the track monitoring system.~~

~~4. The method as claimed in claim 3, wherein the rail vehicle (130) is braked if an interruption to the power supply (260) is detected by the rail vehicle (130).~~

~~5. The method as claimed in one of the preceding claims, wherein the rail vehicle (130) is braked if the hazard state is determined by the rail vehicle (130).~~

~~6~~2. The method as claimed in ~~one of the preceding claims~~claim 1, wherein the hazard state is identified by the track monitoring system (250) by means of at least one track

sensor (275) and/or by means of at least one station monitoring system (270).

~~7~~3. The method as claimed in one of the preceding claims, wherein the hazard state is identified by the rail vehicle (130) by means of sensors and/or information available in the rail vehicle.

~~8~~4. The method as claimed in one of the preceding claims, wherein the hazard state includes at least one of the following events:

- a malfunction of the rail vehicle,
- a malfunction or an obstruction on the section of track to be traveled on,
- a malfunction of the station being approached,
- a hazard situation in the station being approached.

~~9~~5. The method as claimed in one of the preceding claims, wherein the rail vehicle (130) continues in motion even in the event of a failed communication link (217) at least partially at reduced speed as long as no hazard state is identified by the track monitoring system (250) and by the rail vehicle (130).

~~10~~6. The method as claimed in one of the preceding claims, wherein the communication link (217) is a wireless communication link.

~~11~~7. System configuration (200)
with a track monitoring system (250) having a processing unit and having a communication unit (255) and
with ~~A~~ a rail vehicle (130) having a processing unit (220) and having a communication unit (225),

wherein the processing unit of the track monitoring system (250) is configured

- to detect a failure of a communication link (217) between the track monitoring system (250) and a rail vehicle (130) and
- to interrupt (261) a power supply (260) to the rail vehicle (130), if a hazard state is determined by the track monitoring system,

and wherein the processing unit (220) of the rail vehicle (130) is configured

- to detect a failure of a communication link (217) between a track monitoring system (250) and the rail vehicle (130),
- to allow the continued movement of the rail vehicle (130) even in the event of failure of the communication link (217) as long as no hazard state is identified by the rail vehicle (130) ~~can be identified~~ and as long as no interruption (261) ~~to a~~of the power supply (260) to the rail vehicle (130) ~~can be~~is detected by the rail vehicle (130) and
- to initiate a braking action on the part of the rail vehicle (130) if the hazard state is determined by the rail vehicle (130) or if the interruption (261) of the power supply (260) is detected by the rail vehicle (130).

~~12. The rail vehicle as claimed in claim 11, wherein the processing unit (220) is configured to initiate a braking action on the part of the rail vehicle (130) if a hazard state can be identified or if the interruption of the power supply to the rail vehicle (130) can be detected.~~

~~13~~8. System configuration (200) ~~The rail vehicle~~ as claimed in ~~one of claims 11 or 12~~ claim 7, wherein the processing unit (220) of the rail vehicle (130) is configured to allow the continued movement of the rail vehicle (130) even in the event of a failed communication link (217) at least partially at reduced speed as long as no hazard state ~~can be~~is identified by the rail vehicle (130) and as long as no interruption of the power supply to the rail vehicle (130) ~~can be~~is detected by the rail vehicle (130).

~~14. A track monitoring system (250) having a processing unit and having a communication unit (255), wherein the processing unit is configured~~

- ~~to detect a failure of a communication link (217) between the track monitoring system (250) and a rail vehicle (130),~~
- ~~to supply power to the rail vehicle (130) even in the event of a failed communication link (217) as long as no hazard state can be identified.~~

~~15. The track monitoring system as claimed in claim 14, wherein the processing unit is configured to interrupt (261) the power supply (260) to the rail vehicle (130) if a hazard state can be identified.~~