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CORRECTION

Correction: Damage Analysis of Switch Rail Welding by Examining Hardness and Microstructural Features: A Case Study of Addis Ababa Light Rail Transit

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Ruhama Minwuyelet's and Daniel Tilahun's complete affiliations are correct as reflected here.

The captions of Figs. 9, 10, and 11 are correct as follows:

Fig. 9 Microstructural features of welded rail specimen that were cooled at 2 °C/s cooling rate

Fig. 10 Microstructural features of welded rail specimen that were cooled at 6 °C/s cooling rate

Fig. 11 Microstructural features of welded rail specimen that were cooled at 3 °C/s cooling rate

In Table 2 in the original article the entries in the Rail head corrugation row were misaligned. Following is the corrected table:

Table 2 The detailed outputs of failure mode, effects, and criticality analysis (FMECA) of the switch panel of AALRT

Failure modes	Likelihood of occurrence (1–5)	Likelihood of severity (1–10)	Rate of detection (1–10)	Risk priority number (RPN)
Gauge corner Spalling	5	7	4	140
Gauge corner wear	4	6	4	96
Rail head wear	3	5	4	60
Rail head corrugation	3	3	6	54
Squat	2	4	5	40
Pit	2	4	5	40
Corrosion	2	2	2	8
Total RPN				**438**

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