Rail Disruption & Auburn Yard Delay Playbook: Buffering Heavy Raw Stock and Tooling

Pillar: Closure Playbook | **Basis:** Operational Playbook | **Primary Source:** WSDOT / BNSF / BC ESG Procurement | **As Of:** 2026-11-16

Because BNSF and Union Pacific share the same Green River Valley tracks and Auburn Yard sits on the floodplain, procurement leads need safety-stock buffers and upland transload options for rail-dependent metals and tooling.

Operational Continuity & Corridor Facts

• Verify which tier-1 aluminum/titanium plate, forging, or chemical suppliers rely on BNSF or Union Pacific carload deliveries through Auburn Yard.

• Maintain 15–30 days of critical-alloy safety stock on site (above flood elevation) to absorb 1–2 week rail washouts or derailment delays.

• Pre-qualify an upland rail-to-truck transload terminal (e.g., Spokane or Tacoma upland) for emergency flatbed conversion.

Rail Continuity Controls for Space Procurement

Vulnerability	Why Dual-Carrier Fails	Mitigation
Valley Mainline Washout	UP runs on BNSF tracks	15–30d on-site alloy safety stock
Trans-Cascade Derailment	2014 Clark Fork precedent	Full-replacement transit insurance + spare

Corridor Exposure, Triggers & Facility Actions

- Require suppliers to flag any raw-material shipments routed by rail rather than dedicated truck.
- Audit DFARS 252.225-7009 specialty-metals traceability before buying emergency spot-market replacements.
- Review rail-siding flood history if your facility uses direct spur delivery.

Cross-Cluster Links & Primary Sources

- **WA Space Cluster Hub (#1382):** https://bcesg.org/washington-space-cluster-census/
- **Auburn WA Space Cluster Profile:** https://bcesg.org/auburn-wa-space-cluster-profile/
- **Supply-Chain & Procurement Desk Brief:** https://bcesg.org/wa-space-role-procurement-lead-desk-brief/
- **Components & Materials Continuity Exposure:** https://bcesg.org/wa-space-components-materials-continuity-exposure/
- **BNSF Railway Network:** https://bnsf.com/
- **49 CFR DOT / FRA / PHMSA Regulations:** https://www.ecfr.gov/current/title-49

Provenance Note: Operational playbook grounded in shared-trackage and 2014 rail-loss precedents.