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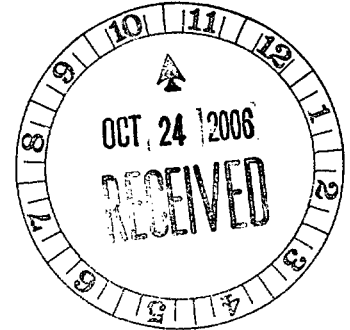
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October 23, 2006

VIA OVERNIGHT DELIVERY

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W., Room 700
Washington, DC 20423-0001



Re: **Docket No. AB-303 (Sub-No. 28X)—Wisconsin Central Ltd.—
Abandonment Exemption—In Ashland County, Wisconsin**

Dear Secretary Williams:

Enclosed for filing in the above-captioned proceeding are an original and ten copies of the Status Report of Wisconsin Central Ltd. on the Ashland Ore Dock as required by the STB's order served April 28, 2006 in this docket.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

MJB: arw

Enclosures.

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Public Record

ORIGINAL

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-303 (SUB-NO. 28X)



WISCONSIN CENTRAL LTD.—
ABANDONMENT EXEMPTION—IN ASHLAND COUNTY, WISCONSIN

STATUS REPORT OF ASHLAND ORE DOCK

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ATTORNEY FOR
WISCONSIN CENTRAL LTD.

Dated: October 23, 2006

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SURFACE TRANSPORTATION BOARD

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INTRODUCTION

By decision served April 28, 2006 in this docket, the STB required Wisconsin Central Ltd. (“WCL”) to provide a status report on the resolution of outstanding issues related to the Ashland Ore Dock and completion of the feasibility study. WCL provides this status report herein.

FEASIBILITY STUDY

As stated in previous filings, WCL has contracted, subject to appropriate regulatory approval, to convey the Ashland Ore Dock and appurtenant rights to the Northeastern Maritime Historical Foundation (“Foundation”). To aid in the regulatory review process for this proposal, the Wisconsin Department of Administration (“WDOA”) commissioned Westbrook Associated Engineers, Inc. (“Westbrook”) to do a feasibility study on the condition of the Ashland Ore Dock.

Westbrook undertook the study in two phases, the underwater study phase and the above-water study phase, and issued reports upon the completion of both phases. The underwater study

phase looked at the timber pilings that support the dock. The dock was built in two parts, the 1916 part, which is closest to the shore, and the 1925 part, which extended the dock longer into the water. For the timber pilings under the 1916 part, Westbrook concluded that they can remain effective for another 75 to 100 years. For the timber pilings under the 1925 part, Westbrook estimated that the supporting timber piles can remain effective for another 100 to 150 years.

In the above-water study phase, Westbrook focused on the following components of the Ore Dock: the Supporting Concrete Bents, the Concrete Transitions, the Deck and Topside of the Ore Dock, the Accessories, and the Timber Approach Bents. The Feasibility Study rated most of the Supporting Concrete Bents in either fair, satisfactory or good condition; it rated the Concrete Transitions in poor condition; the study rated the Deck and Topside of the Ore Dock in fair condition; it rated the Accessories in critical condition (these would either be removed or secured as part of the conveyance to the Foundation); and it rated the Timber Approach Bents in very good condition. WCL has provided copies of the reports for the underwater study and above-water study to SEA.

Westbrook's next task is to provide to the WDOA and other interested agencies and parties the cost of removal of the Ashland Ore Dock if it ever had to be removed.

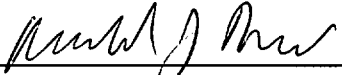
NEXT STEPS

With the study substantially completed, WCL has contacted the SEA for its assistance in moving along the Section 106 process with the Wisconsin State Historic Preservation Office.

WCL will also be attempting, now that the study is completed, to reach agreement with the Wisconsin Board of Commissions of Public Lands and the Wisconsin Department of National Resources to get approval to leave the Ore Dock in the water post-abandonment so that

WCL may follow through on its contractual obligations to convey the Ashland Ore Dock to the Foundation.

Respectfully Submitted,

By: 

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Dated: October 23, 2006