



Northern Pacific St. Paul Division

1st Subdivision-St. Paul-Staples
2nd Subdivision-Staples-Dilworth
3rd Subdivision-St. Paul-Duluth
3rd Subdivision-St Paul-White Bear Lake (on 1st Subdivision file also)
3rd Subdivision-Carlton-Cloquet (Cloquet Branch)
4th Subdivision-Duluth-Staples
5th Subdivision-Wadena Jct.-Oakes (Fergus Falls Branch)
5th Subdivision-Fairview Jct.-Great Bend (Fairview Branch)
6th Subdivision-Manitoba Jct.-Pembina (Red River Branch)
7th Subdivision-Tilden Jct.-Carthage Jct. (Red Lake Falls Branch)
7th Subdivision-Key West-Sherack (Sherack Branch)
8th Subdivision-Little Falls-Morris (Little Falls & Dakota Branch)
9th Subdivision-Little Falls-Brainerd
9th Subdivision-Brainerd-International Falls (International Falls Branch)
9th Subdivision-Funkley-Kelliher (Bullhead Lake Branch)
10th Subdivision-Superior-West Duluth Jct. (West Superior Branch-Grassy Point Line)
10th Subdivision-West Duluth Jct.-New Duluth (Fond Du Lac Branch)
12th Subdivision-Stillwater-White Bear Lake (Stillwater Branch)
12th Subdivision-East Minneapolis-M&D Jct. (Minneapolis Branch)
13th Subdivision-St. Paul-First Street North (on 1st Subdivision file)
Soo Line-Gloster-Trout Brook (on NP 12th Subdivision)
GN Willmar Division-St. Paul-St. Cloud (dual track rights)
M&SL (CNW)-1960 track chart (Minneapolis Joint Line)
St. Paul Yards-3rd Street, Mississippi Avenue, Como Shops
Minneapolis Yard
Northtown Yard

**Notes: Cuyana Northern Branch (St. Paul 4th Subdivision) was not on track charts.
11th Subdivision not included (Central Avenue-Ashland). Not on the chart listings.**

Note: Circa 1967, the St. Paul and Lake Superior Divisions were combined into one division. The above listing reflects that divisional merger. Below is listed the original divisional lineups. At the same time, the Joint Terminals Timetable was eliminated.

Lake Superior Division:

1st Subdivision-Ashland-Central Avenue (to St. Paul 11th Subdivision)
2nd Subdivision-Duluth-Staples (to St. Paul 4th Subdivision)
3rd Subdivision-Garfield Ave.-White Bear Lake (to St. Paul 3rd Subdivision)
4th Subdivision-Deerwood-Ironton (Cuyana Northern Branch) (to St. Paul 4th Subdivision)
5th Subdivision-Carlton-Cloquet (Cloquet Branch)(to St. Paul 3rd Subdivision)
6th Subdivision-New Duluth-LST&T Jct.(Grassy Point Line)(to St. Paul 10th Subdivision)
7th Subdivision-Funkley-Kelliher-(Bullhead Lake Branch)(to St. Paul 9th Subdivision)
8th Subdivision-Brainerd-North Bemidji (International Falls Branch)(to St. Paul 9th Subdivision)
9th Subdivision-North Bemidjii-International Falls (International Falls Branch)(to St. Paul 9th Subdivision)

St. Paul Division:

1st Subdivision-St. Paul-Staples (same for “new” St. Paul Division)
2nd Subdivision-Staples-Dilworth (same for “new” St. Paul Division)
3rd Subdivision-Little Falls-Brainerd (Brainerd Line)(to “new” St. Paul 9th Subdivision)
4th Subdivision-Little Falls-Morris (Little Falls & Dakota Branch)(to “new” St. Paul 8th Subdivision)
5th Subdivision-Wadena-Oakes (Fergus Fall Branch)(same for “new” St. Paul Division)
6th Subdivision-Manitoba Jct.-East Grand Forks (Red River Branch)(to “new” St. Paul 6th Subdivision)
7th Subdivision-East Grand Forks-NP Jct. (Red River Branch)(to “new” St. Paul 6th Subdivision)
8th Subdivision-Tilden Jct.-Carthage Jct. (Red Lake Falls Branch) (to “new” St. Paul 7th Subdivision)
8th Subdivision-Key West-Sherack (Sherack Branch)(to “new” St. Paul 7th Subdivision)

All track charts were scanned at 150 dpi, and combined subdivisions are as recorded by Northern Pacific. “Crooked” plans scanned are as on the original sheet. The scanning process put each page square with the scanner. Blotches were on the original plans. The copies scanned were probably copied from blueprints.

Yard charts were scanned at 300 dpi to insure clarity.