



## Northern Pacific St. Paul Division

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

**Notes: Cuyana Northern Branch (St. Paul 4<sup>th</sup> Subdivision) was not on track charts.  
11<sup>th</sup> 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:

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

St. Paul Division:

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