

# Operating Divisions of the Northern Pacific

## *Year 1882 to 1890*

<u>Division</u>	<u>Headquarters</u>	<u>Between</u>
Wisconsin	Brainerd	Ashland to Carlton
Minnesota	Brainerd	Carlton to Fargo
Dakota	Fargo	Fargo to Mandan
Missouri	Mandan	Mandan to Glendive
Yellowstone	Glendive	Glendive to Livingston
Rocky Mtn		Livingston to Elliston
Missoula		Elliston to Perma
Clarke Fork		Perma to Oden
Pend O'Reille	Sprague	Oden to Wallula
Cascade	Tacoma	Pasco to Tacoma
Pacific	Tacoma	Tacoma to Portland

In 1883 the Montana Division was created, taking in the territory Billings to Bozeman.

In 1884 the Montana Division was extended from Bozeman to Helena, making the total limits of the Montana Division Billings to Helena. At the same time the territory of the Rocky Mountain Division was changed to cover the line Helena to Heron and Pend O'Reille Division was changed to Idaho Division to cover the territory Heron to Wallula.

December 20, 1886, Cascade Division (East) was extended to include territory Ellensburg to Cle Elum.

In 1888 territory Heron to Hope was taken from the Idaho Division and added to the Rocky Mountain Division.

In 1890 the Minnesota Division was extended to Duluth.

## *Year 1890 to 1898*

<u>Division</u>	<u>Headquarters</u>	<u>Between</u>
Wisconsin	Brainerd	Ashland to Carlton
Minnesota	Brainerd	Carlton to Fargo
Dakota	Jamestown	Fargo to Mandan
Missouri	Mandan	Mandan to Glendive
Yellowstone	Glendive	Glendive to Billings
Montana	Livingston	Billings to Helena and Logan to Butte
Rocky Mountain	Missoula	Helena to Hope
Idaho	Sprague	Hope to Wallula
Cascade	Ellensburg	Pasco to Tacoma
Pacific	Tacoma	Tacoma to Portland

In 1890 the territory Carlton to Superior was added to the Minnesota Division

July 1, 1892, the Lake Superior Division was created, taking in territory Ashland to Staples. The headquarters of the division were at West Superior, Wisconsin. Effective July 1, 1892, the St. Paul and Manitoba Railway, extending St. Paul to Staples and Little Falls to Brainerd, was changed to Minnesota Division.

October 1, 1890, the Northern Pacific and Manitoba Railway, also line extending from Winnipeg Junction to Boundary, was made Manitoba Division with headquarters at Winnipeg.

July 1, 1891, the Yellowstone Division was extended west from Billings to Livingston and in 1898 was extended east from Glendive to Mandan, eliminating the Missouri Division.

During 1893 and 1894, that portion of the line Lester to Tacoma and Seattle was known as the Green River Division with headquarters at Tacoma, and Lester to Pasco as the Cascade Division with headquarters at Ellensburg.

June 1895 territory Pasco to Ellensburg was added to the Idaho Division and territory Ellensburg to Tacoma was added to the Pacific Division, eliminating the Cascade Division, also all reference to a portion of the territory as the Green River Division.

April 21, 1898, the line Meeker to Seattle, constructed by the Northern Pacific and Puget Sound Shore Railroad Company, was deeded to the Northern Pacific Railway and added to the Pacific Division.

### ***Year 1898 to 1908***

<b><u>Division</u></b>	<b><u>Headquarters</u></b>	<b><u>Between</u></b>
Lake Superior	Duluth	Ashland to Staples Duluth to South Superior and Wallbridge Line
Minnesota	Minneapolis	St. Paul to Fargo
Manitoba	Winnipeg	Winnipeg Jct to Winnipeg
Dakota	Jamestown	Fargo to Mandan
Yellowstone	Glendive	Mandan to Billings
Montana	Livingston	Billings to Helena and Logan to Butte
Rocky Mountain	Missoula	Helena to Hope
Idaho	Spokane	Hope to Ellensburg
Pacific	Tacoma	Ellensburg to Tacoma Tacoma to Portland Meeker to Seattle

In 1898 the line Garrison to Butte was acquired and added to the Rocky Mountain Division.

In 1900 the Northern Pacific acquired the St. Paul and Duluth Railroad, territory St. Paul to Duluth, and added it to the Lake Superior Division. The Palmer to Auburn cut off was constructed in 1900 and added to the Pacific Division. The line Seattle to Sumas, constructed and purchased by the Seattle, Lake Shore and Eastern Railroad, was acquired by the Northern Pacific and made Seattle Division.

October 1, 1903, the line St. Paul to White Bear and the Stillwater Branch were taken from the Lake Superior Division; and St. Paul to Staples and Little Falls to Brainerd from the Minnesota Division to form the St. Paul Division.

in 1901 the line Pembina (US boundary) to Winnipeg was leased to the Province of Manitoba and in 1902 the line Winnipeg Jct to Pembina was added to the Minnesota Division, abolishing the Manitoba Division.

June 1, 1907, the line from Fargo to Jamestown was taken from the Dakota Division and the Fargo Division was created.

October 10, 1907, the Fargo Division was extended east to Dilworth.

September 1, 1902, Butte and Helena to Missoula was added to the Montana Division.

January 1, 1904, Butte and Helena to Missoula was changed back to the Rocky Mountain Division.

July 1, 1902, territory Hope to Spokane was added to the Rocky Mountain Division.

January 1, 1904, territory Trout Creek to Spokane was added to the Idaho Division.

May 1, 1907, line Spokane to Ellensburg was taken from the Idaho Division and the Pasco Division created.

### ***Year 1908 to 1918***

<b><u>Division</u></b>	<b><u>Headquarters</u></b>	<b><u>Between</u></b>
Lake Superior	Duluth	Ashland to Staples Duluth to White Bear
St. Paul	Minneapolis	White Bear to St. Paul St. Paul to Staples
Minnesota	Staples	Staples to Dilworth
Fargo	Fargo	Dilworth to Jamestown
Dakota	Jamestown	Jamestown to Mandan
Yellowstone	Glendive	Mandan to Billings
Montana	Livingston	Billings to Helena Logan to Butte
Rocky Mountain	Missoula	Helena-Trout Creek, Butte-Garrison
Idaho	Spokane	Trout Creek to Spokane
Pasco	Pasco	Spokane to Ellensburg
Pacific	Tacoma	Ellensburg to Tacoma Tacoma to Portland
Seattle	Seattle	Meeker to Black River Black River to Sumas

Line DeSmet to Paradise, via St. Regis, was added to the Rocky Mountain Division March 31, 1909. Ellensburg to Auburn and Tacoma to Sumas was made Seattle Division, December 1, 1909.

Western Terminal of Idaho Division was changed from Spokane to Cheney July 1, 1910

South Tacoma to Keith and East Auburn changed to Puget Sound Division January, 1913.

### ***Year 1918 to 1928***

<b><u>Division</u></b>	<b><u>Headquarters</u></b>	<b><u>Between</u></b>
Lake Superior	Duluth	Ashland to Staples White Bear to Duluth
St. Paul	Minneapolis	St. Paul to White Bear St. Paul to Staples
Minnesota	Staples	Staples to Dilworth
Fargo	Dilworth	Dilworth to Jamestown
Dakota	Jamestown	Jamestown to Mandan
Yellowstone	Glendive	Mandan to Billings
Montana	Livingston	Billings to Helena Logan to Butte
Rocky Mountain	Missoula	Helena to Paradise Butte to Garrison DeSmet to Paradise
Idaho	Spokane	Paradise to Cheney
Pasco	Pasco	Cheney to Ellensburg
Seattle	Seattle	Ellensburg to East Auburn Keith to Sumas
Puget Sound	Seattle	Ryan to East Auburn East Auburn to Keith
Tacoma	Tacoma	Ryan to Portland

April 19, 1925, Fargo and Minnesota Divisions consolidated under name of Fargo Division.

Elkhorn Branch changed to Rocky Mountain Division October 1, 1922, but changed back to Montana Division November 1, 1925.

Puget Sound Division changed to Seattle and Tacoma Divisions October 1, 1922, the dividing line being at Reservation.

### ***Year 1928 to 1932***

<b><u>Division</u></b>	<b><u>Headquarters</u></b>	<b><u>Between</u></b>
Lake Superior	Duluth	Ashland to Staples Duluth to White Bear
St. Paul	Minneapolis	St. Paul to White Bear St. Paul to Staples
Fargo	Dilworth	Staples to Jamestown
Dakota	Jamestown	Jamestown to Mandan
Yellowstone	Glendive	Mandan to Billings
Montana	Livingston	Billings to Helena Logan to Butte
Rocky Mountain	Missoula	Helena to Paradise Butte to Garrison DeSmet to Paradise
Idaho	Spokane	Paradise to Cheney
Pasco	Pasco	Cheney to Ellensburg
Seattle	Seattle	Ellensburg to Auburn Reservation to Sumas
Tacoma	Tacoma	Tacoma (Reservation) to Portland

Effective January 1, 1932, the St. Paul Division was extended to include a portion of the Fargo Division; the Fargo Division was extended to include the Dakota Division; the Yellowstone Division was extended to include a portion of the Montana Division; the Rocky Mountain Division was extended to a portion of the Montana Division; and the Seattle Division was included in the Tacoma Division.

### ***Year 1932 to December 18, 1932***

<b><u>Division</u></b>	<b><u>Headquarters</u></b>	<b><u>Between</u></b>
Lake Superior	Duluth	Ashland to Staples Duluth to White Bear
St. Paul	Minneapolis	St. Paul to White Bear St. Paul to Dilworth
Fargo	Fargo	Dilworth to Mandan
Yellowstone	Glendive	Mandan to Livingston
Rocky Mountain	Missoula	Livingston to Helena to Paradise Logan to Butte to Garrison
Idaho	Spokane	Paradise to Cheney
Pasco	Pasco	Cheney to Ellensburg
Tacoma	Tacoma	Ellensburg to Auburn Tacoma to Sumas Tacoma to Portland

Effective December 18, 1932, the Tacoma Division was extended from Ellensburg to Yakima including Yakima terminal and the Naches, Moxee City and Tieton Branches, and the Idaho Division was extended to include the Pasco Division from Cheney to Yakima.

## December 18, 1932

<u>Division</u>	<u>Headquarters</u>	<u>Between</u>
Lake Superior	Duluth	Ashland to Staples Duluth to White Bear
St. Paul	Minneapolis	St. Paul to White Bear St. Paul to Dilworth
Fargo	Fargo	Dilworth to Mandan
Yellowstone	Glendive	Mandan to Livingston
Rocky Mountain	Missoula	Livingston to Helena to Paradise Logan to Butte to Garrison
Idaho	Spokane	Paradise to Yakima
Tacoma	Tacoma	Yakima to Auburn Tacoma to Sumas Tacoma to Portland

Wish I could take credit for this but it was compiled by J. B. Klassen, Supervisor of Wages, NP Labor Relations Department, dated December 26, 1956. Presented by Jim Fredrickson.