From a Jim Fredrickson presentation, now online at NPRHA.org.

Maps generated from research done by J. B. Klassen, Supervisor of Wages, NP Labor Relations Department, dated December 26, 1956.

West end edits added by Dan Cozine, conflicting information appearing in [].

Sample entries:

- **In 1890 the Minnesota Division was extended to Duluth.**
- **Changes to the division limits. Arrow color corresponds with map colors.**
- **New limits to the division, color-coded to correspond to text information.**
- **Division headquarters in parentheses.**
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.
July 1, 1891, the Yellowstone Division was extended west from Billings to Livingston.

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

In 1898 was extended east from Glendive to Mandan, eliminating the Missouri Division.

In 1890 the territory Carlton to Superior was added to the 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, 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.
In 1898 the line Garrison to Butte was acquired and added to the Rocky Mountain Division.

In 1900 the Palmer to Auburn cut off was constructed in 1900 and added to the Pacific Division. The line from Seattle to Sumas was constructed by the Seattle, Lake Shore and Eastern Railroad from 1887 to 1891, became the Seattle International in 1896, and was acquired by the Northern Pacific and made the Seattle Division in 1901.

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

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.

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.

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 was restored from the Minnesota Division to form the St. Paul 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.
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. [October 31, 1909 ETT shows 1st and 2nd subs in Seattle Div.]

Western Terminal of Idaho Division was changed from Spokane to Cheney July 1, 1910. January 1, 1904, Butte and Helena to Montana was changed back to the Rocky Mountain Division, and the territory Trout Creek to Spokane was added to the Idaho Division.

South Tacoma to Keith and East Auburn changed to Puget Sound Division January, 1913. [April 27, 1913 ETT the first to show Puget Sound Divisions]
1918 in red  
1922 in green  
1925 in orange

Puget Sound Division -- Ryan to Portland  
Staples Division -- Jamestown to Mandan  
Passaic Division -- East Auburn to Ellensburg  
Idaho Division -- Ellensburg to Boise  
Montana Division -- Helena to Billings  
Yellowstone Division -- Billings to Butte  
Fargo Division -- Dilworth to Jamestown  
St. Paul Division -- St. Paul to White Bear  

Lake Superior Division -- Duluth to White Bear  

Tacoma Division -- Ryan to Portland  
Staples Division -- Jamestown to Mandan  
Passaic Division -- Ellensburg to East Auburn  
Idaho Division -- Boise to Paradise  
Montana Division -- Helena to Paradise  
Yellowstone Division -- Billings to Paradise  
Fargo Division -- Dilworth to Jamestown  
St. Paul Division -- St. Paul to White Bear  

Sequim Division -- Eureka to Sequim  

Rocky Mountain Division -- Helena to Paradise  
Butte to Garrison  
DeSmet to Paradise  

Idaho Division -- Paradise to Cheney  

Montana Division -- Billings to Helena  
Logan to Butte  


1922 in green  
1925 in orange

Tacoma Division -- Ryan to Portland  
Staples Division -- Jamestown to Mandan  
Passaic Division -- Ellensburg to East Auburn  
Idaho Division -- Boise to Paradise  
Montana Division -- Helena to Paradise  
Yellowstone Division -- Billings to Paradise  
Fargo Division -- Dilworth to Jamestown  
St. Paul Division -- St. Paul to White Bear  

Lake Superior Division -- Duluth to White Bear  

Tacoma Division -- Ryan to Portland  
Staples Division -- Jamestown to Mandan  
Passaic Division -- Ellensburg to East Auburn  
Idaho Division -- Boise to Paradise  
Montana Division -- Helena to Paradise  
Yellowstone Division -- Billings to Paradise  
Fargo Division -- Dilworth to Jamestown  
St. Paul Division -- St. Paul to White Bear  

Sequim Division -- Eureka to Sequim  

Rocky Mountain Division -- Helena to Paradise  
Butte to Garrison  
DeSmet to Paradise  

Idaho Division -- Paradise to Cheney  

Montana Division -- Billings to Helena  
Logan to Butte  


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

Elkhorn Branch changed to Rocky Mountain Division October 1, 1922, but changed back to Montana Division November 1, 1925.
Effective January 1, 1932, 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.

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.
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

Yellowstone Division -- Mandan to Livingston
Idaho Division -- Paradise to Yakima
Rocky Mountain Division -- Livingston to Helena to Paradise
Yellowstone Division -- Mandan to Livingston
Fargo Division -- Dilworth to Mandan
St. Paul Division -- St. Paul to White Bear
St. Paul to Dilworth
Lake Superior Division -- Ashland to Staples
Ashland to Staples

Maps generated from research done by J. B. Klassen, Supervisor of Wages, NP Labor Relations Department, dated December 26, 1936.
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