The Beartooth Highway

The plateau at the summit of the Beartooth Highway sits at the top of the world, high above the tree line. This immense block of Precambrian rock was pushed up through the earth’s crust fifty million years ago. In the early 1930s, the construction of a highway was begun that would climb up and over the Beartooth Plateau and improve access to Yellowstone National Park. In 1936, the Beartooth Highway was completed and opened to the public. The Beartooth Wilderness straddles the Wyoming–Montana border northeast of Yellowstone Park.

This wilderness area covers a million acres and is one of the most popular in America. Backpackers hike the trails to breathtaking overlooks and photographers capture alpinglow reflecting across granite-rimmed tarns in glacial cirques. If you like getting off the Interstate and enjoy driving steep and narrow mountain roads carved into the edge of precipitous canyon walls, here is a great location to add to your list. The Beartooth Highway has given millions of visitors access to some of the most beautiful landscapes in North America.
You can reach the Beartooth Highway from the west by leaving Yellowstone National Park through the Lamar Valley and driving out the northeastern gate through Cooke City. From the south through Cody, Wyoming, drive north, up the scenic Chief Joseph Highway to meet the Beartooth Highway.

If you are coming from the east, through Billings, Montana, and heading for Yellowstone, drive the Beartooth Highway to the northeastern entrance to the park. At the eastern end of the Beartooth Highway is Red Lodge, Montana, a small town with a population of about 2,300, located on the western edge of the plains at the base of the east side of the Rockies. The town lies in a long, narrow valley formed by glaciers at an elevation of 5,500 feet.

Plan to stay a few days to explore and photograph the Beartooth Mountains. For lodgings and other services in the most convenient location, stay in Red Lodge.

There are over seven-hundred campsites in the surrounding mountains, with two of these campgrounds located in Red Lodge. The KOA (north of town) and Perry’s Camper Park (south of town) have full hook-ups with water, electricity, and hot showers available.

The Chamber of Commerce claims that Red Lodge has more restaurants, per capita, than any other community in Montana. I found several good restaurants.

The Beartooth Highway is not part of any national park. It does pass through national forest land. The National Park Service maintains the highway from Yellowstone to the Montana/Wyoming border. Between there and the town of Red Lodge, the Beartooth Highway is maintained by the Montana Highway Department.

A fee is charged in most of the popular campgrounds where campsites are available on a “first-come” basis. There are no hook-ups available for motorhomes or camp trailers in the national forest campgrounds, although you will find them in the commercial campgrounds, like the KOA in Red Lodge.

You will find many unimproved campsites located at the end of narrow, unpaved roads, far back in the woods where you can find flat spots to set up a tent next to a stream or lake. The U.S. Forest Service has a “leave-no-trace” camping rule in the wilderness areas and recommends the same policy in the areas surrounding the wilderness boundaries.

During my photo trip into the Beartooth Range, I stayed for a week in the town of Red Lodge. Each morning, after breakfast at a different restaurant, I headed south on Highway 212, the Beartooth Highway. When I left the motel, near the intersection of U.S. Highway 212 and Montana State Highway 308, I reset my trip odometer. Following are my discoveries along the Beartooth and the distances measured from Red Lodge:

Before heading up here early in the season, make some phone calls to verify that the road over the summit has been cleared of snow and is open for traffic. Log onto www.mdt.state.mt.us/travinfo for an up-to-date road report on the Beartooth and other highways in Montana.
Reset your odometer to 0: Start your explorations at the intersection of Highway 212 and Highway 308 at the south end of Red Lodge.

**At 11.4 miles:** Rock Creek Canyon Road leaves Highway 212 on the right, crosses the creek, and heads west up the canyon. In a few miles, the road splits and the fork to the right heads uphill for the long climb to the top of Hell Roaring Meadows and an exploration of the top of the world few ever attempt. The unpaved narrow road is cut into the side of a steep canyon wall with few places to pass an oncoming vehicle. You’ll need a 4x4, some nerve, and at least a half day for this trek.

Keep to the left at the fork and follow the Rock Creek Road as it crosses and recrosses the stream up the bottom of the canyon. There are some secluded campsites along Rock Creek where fly fishermen enjoy their pastime. These campsites are not far from the conveniences available in Red Lodge and just below the Beartooth Plateau. For photographers, this is an early morning location. The sun rises over Quintuple Peaks about 10:00 AM and lights up all the white water cascades, the whole length of the canyon. You’ll want to photograph these dark forest scenes criss-crossed by crashing streams in the shadows of morning light or on an overcast day. Making many stops along the stream, I was only able to get five miles up the canyon before the sun got too high, washed out the subtle lighting effects, and shortened my exposures to the point where I couldn’t get the effect of falling water I wanted. A spotmeter reading of the highlights and shadows across the stream showed a range of over seven stops.

**At 14.4 miles:** The highway makes a wide bend to the left and starts up the first of five switchbacks on a four-thousand-foot climb up and out of Rock Creek Canyon. There are wide places along the road where you can pull over to enjoy the views as you ascend. You might want to wait until you near the top of the climb for the widest panorama.

**At 19.7 miles:** At 9,910 feet, make a left turn into a wide parking area at the Rock Creek Vista. An 800-foot trail leads out to a promontory overlooking the canyon below. In mid-summer, the bottom of the valley below is in full sun by 10:00 AM. Across the far side of the Rock Creek Canyon, you can see the narrow, unpaved road climbing up from the creek to the top of the barren upland plateaus called Hell Roaring and Silver Run. Visible on the edge of the distant plateau are the tailings of an old open-pit chromium mine worked during the 1940s.
At 19.8 miles: Gates at this point are closed when the road over the summit is blocked by snow.

At 21.9 miles: This is the last turnout before the pavement of Highway 212 reaches timberline and the edge of the Beartooth Plateau. At 10,000 feet, this is an arctic environment where only tundra, small perennials, and sedges grow. The oxygen levels are lower up here and any exercise becomes more strenuous. The average year-round temperature is 26°F. It may be 95°F down in Red Lodge but with a little breeze blowing over the summit, you’ll quickly freeze while setting up a tripod. Don’t forget to pack a warm jacket or a sweatshirt for this trip, even though it’s over 100°F. back home.

At 23.9 miles: Here is the state line between Montana and Wyoming where the highway leaves Montana’s Custer National Forest and enters Wyoming’s Shoshone National Forest.

At 26.1 miles: This is the spot where I photographed a warning sign on the edge of a hairpin curve. Some of the graphics used on these yellow signs are very descriptive of the route.

At 26.4 miles: Stop here and cross the road to the southwest. In most cases, the best spot for your tripod is not on the highway side of the guardrails along the edges of the pavement. In many locations, the wide spot along the edge of the road is only a place to park your car. For the best tripod holes, you’ll probably have to cross the road and walk down a steep and slippery slope to find the perfect spot to shoot the panoramic scenes stretching from the edge of the cliff to the distant peaks. Some very deep and rugged canyons carve through this alpine plateau. Walk far enough down these slopes below the parking area at this spot and you’ll see Christmas Lake below, on the south side of the road. This was the only viewpoint I could find for this small pond sitting at 10,050 feet. You’ll see marmots and pikas in the rocks and hawks circling overhead.

At 26.9 miles: Twin Lakes lie a thousand feet below one of the highest overlooks along the Beartooth Highway. Find the turnout a few hundred feet west of the top of the ski lift tower at the edge of the road. Walk out to the edge and look east. The lighting on this scene is usually best by 9:30 to 10:30 AM especially when a few clouds have begun to form in the east. In the early morning, Twin Lakes are in the shadow of the Beartooth Plateau, 1,300 feet higher than the lakes. Late in the afternoon the whole valley is in deep shade.
At 28.2 miles: The two turnouts are unpaved parking areas above long, narrow Gardner Lake on the south side of the road lying in a deep glacial cirque at 9,950 feet. At the first turnout is the trailhead for the Beartooth Loop Trail. It descends quickly and drops three-quarters-of-a-mile to the edge of the south end of Gardner Lake, then crosses Littlerock Creek on its way to Camp Sawtooth, a hike of five miles.

At 28.3 miles: Stop at the next turnout on the left side of the road and set up your tripod to frame the large stones at the edge of the steep canyon above Gardner Lake. By the middle of the morning, a cloud-filled sky will reflect on the surface of the lake. You’ll find the best angle for a photograph of Gardner Lake here by the edge of the road.

At 29.6 miles: There are several turnouts on the right side of the road for views northward of the tall, thin stone needle called “Na piet say,” meaning “bear’s tooth” in the Crow Indian language. It stands just east of Beartooth Mountain, several miles north of the highway. If you are darkening the sky with a polarizer, wait until sunlight is striking the dark stone spire or it will blend into the dark sky and disappear. Avoid over-polarizing at this elevation. The skies in your photographs will appear more realistic and you won’t remove the reflections from the surface of lakes.

At 31 miles: The short side road here is marked “West Summit - 10,947 feet.” Park in the large parking space provided and avoid the most obvious trail leading toward the southwest where you’ll find a view looking toward many small lakes in the west. You’ll get better views of those lakes farther down the highway. Instead, walk several hundred yards to the north toward the highest point above several large piles of glacial debris. Keep to the left and climb over the flat stones to the level viewpoint between the two highest piles. Up there you’ll discover a wonderful view of the Absaroka Range toward the northwest and panoramic views of a landscape carved by glaciers. From the top, you can see far below, all the way to the end of Rock Creek Canyon.

Small alpine wildflowers bloom between the rocks along this trail. I added a T-5 close-up attachment to my telephoto, spread out on the soft grass, and took some very tight close-ups of tiny, blue and yellow alpine forget-me-nots.

At 31.5 miles: Drive the short distance down the road and park in the wide, flat area in the center of the 180° hairpin curve. Walk across the road and look north, over the guard rail. There is a spectacular and frightening viewpoint on the other side of the guard rail and fifty feet to the right. Follow the faintly visible foot path up the right side of the
viewpoint and climb thirty feet above the road. A narrow, extremely steep chasm drops from the edge to meet the wider canyon 4,000 feet below. You can see Rock Creek at the bottom. Use a 20mm or a 24mm wide-angle to frame the whole scene in a vertical composition.

**At 32.5 miles:** The highway, heading north, makes a 180° hairpin turn southward at this point past a low saddle between two peaks. Park in the center of the wide curve and walk a few hundred feet up the easy slope to the rim, the edge of the overlook. The textures across the glacial debris give a strong feeling of depth to this scene. Early in the afternoon, the sun’s angle lights up the tops of formations, all the way to the bottom. With a 17mm or a 20mm wide-angle, you can frame the whole scene between both peaks. This is one of the last high overlooks before the Beartooth starts to descend from the highest section of the highway across the plateau.

**At 33.2 miles:** A small turnout here provides a view of Frozen Lake. Here the highway leaves the arctic treeless tundra and enters an alpine environment as the Beartooth twists and turns across a plateau covered with small lakes and boulder-strewn meadows. Glacial “erratics,” large boulders, provide plenty of evidence of past glacial activity. Dwarf pines and firs resembling potted bonsai specimens are twisted and stunted by strong winds and blowing snow storms. The highway drops almost a thousand feet while twisting around five tight hairpin curves.

**At 34.8 miles:** Many small and unnamed lakes are along the Beartooth Highway. Some are thousands of feet down steep canyon slopes, others are easily photographed right along the edge of the road. Most of these lakes are accessible by short trails. The small lakes along the south side of the highway at this spot are connected by a foot path winding through the boulders scattered across the landscape. Set up your tripod at the edge of these lakes and capture the reflections of cloud-filled skies.

**At 35.7 miles:** A left turn here will take you to the trailhead for Camp Sawtooth. Called the Morrison Jeep Road, it ends sixteen miles south at the Morrison Ranch in the Clark’s Fork Canyon. At 35.9 miles: The highway crosses a bridge over the outlet of Long Lake. Park your car a couple hundred yards west of the bridge and walk back to set up your tripod on the rocks near the bridge. Early-morning light strikes the granite slopes and the tall firs on the western shore and makes a great reflection on the calm waters. Most people park on the east side and miss the rocky shoreline foregrounds which will improve your photographs.
At 36.7 miles: To the right is Little Bear Lake.

At 37 miles: To the left is the Chain Lake overlook.

At 37.6 miles: A sign marks the right turn onto the road to Island Lake Campground. Drive through the campground and follow signs to the boat launching ramp. There are dozens of small lakes between Island Lake and the flat top of the distant Beartooth Plateau to the north. You can’t see them from here. A trail leading up the west side of Island Lake will take you to most of them. Starting at 9,518 feet, the three-and-half mile trail to Becker Lake climbs 175 feet as it crosses some beautiful alpine landscapes. For non-hikers, this flat trail follows the west side of Island Lake for one mile and then reaches Night Lake, a quarter-mile farther north. Turn around here for one of the easiest hikes in the Beartooth Range and one of the most beautiful. Be aware of possible sudden changes in weather at this elevation.

At 38.8 miles: The Top of the World Store was built on the edge of nearby Beartooth Lake in 1934. The rustic log building was part of a large and very popular wilderness resort which was sold and dismantled in 1966. The store was moved to its present location, two miles east, on the Beartooth Highway. Here you’ll find a restroom plus a large log cabin they call a Motel. The store has a good collection of maps and guidebooks including trail guides. You can purchase basic camping supplies including snacks, drinks, sandwiches, and gasoline.

At 40.7 miles: A right turn takes you down to Beartooth Lake which is not visible from the highway. It’s less than a mile to the boat launching ramp where you can photograph an early morning reflection of Beartooth Butte, just across the lake. This lake is very popular with campers and fishermen.

At 42.2 miles: Watch for the right turn onto the unpaved Clay Butte Road. This three-mile road climbs 824 feet to a fire lookout tower on Clay Butte. Half-way up the road is a parking area at the trailhead of the Granite Lake Trail. This ten-mile trail leads to one of the largest, deepest, and most beautiful alpine lakes in the Beartooth Range. The volunteer ranger at the fire lookout called this the best trail in the Beartooth Range for wildflowers in June. It’s a long “moderately-difficult” day hike or an easier overnight trek to Glacier Lake.

From the fire lookout tower, you can see the thin spire on the south slopes of Beartooth Butte above Beartooth lake. Some guide books claim that this is the true “bear’s tooth” for which these mountains were named. Toward the northwest, you can see the Absaroka/Beartooth Wilderness area. You can spot the wilderness area boundary markers just beyond the edge of the road to the tower. Visible to the north, Granite Peak, at 12,790 feet is Montana’s highest. Twenty-seven peaks in the Absaroka/Beartooth Wilderness area exceed 12,000 feet. In the distance, to the south, you can see the Chief Joseph Highway descending the long valley toward the southeast, and far off on the horizon, looking south toward Cody, Wyoming, the summit above Dead Indian Pass and the Sunlight Basin. The meadows surrounding the tower are great wildflower gardens in mid-June.
At **48.6 miles:** An old highway bridge over Lake Creek still stands, bypassed by a newer highway bridge. Park at either end of the new bridge and walk the short trail to the old bridge. Photograph the waterfalls cascading down a narrow chasm or climb up the rocks for a closer view. Wait for a passing cloud to cover the sun and soften the light before attempting to expose for the white water crashing over black rocks.

![Lily Lake](https://via.placeholder.com/150)

At **49 miles:** The right turn to Lily Lake will take you through several primitive campsites to the edge of a blue lake where reflections of tall firs on the opposite shore shimmer in the breeze. A faint but visible trail circles the lake. The water lilies bloom in July. The easiest spots to reach are on the west shore so afternoon light is best on Lily Lake.

At 49.9 miles: At this intersection, the Chief Joseph Highway, Wyoming Route 296, heads south sixty two miles to Cody, Wyoming. Here the Beartooth Highway drops into the valley formed by the Clark’s Fork of the Yellowstone River.

![Cooke City, Montana](https://via.placeholder.com/150)

At **64 miles:** A moose and her calf were crossing the road as I drove into Cooke City, a colorful small mountain village. You can buy gas, lunch, and find a motel room. Check out the old General store for their collection of maps and guide books of the area. If you stay overnight in Red Lodge and spend a whole day crossing the Beartooth Highway, you may want to spend the next night in Cooke City before entering Yellowstone Park. This way you can be out in the Lamar Valley in the early morning when the wildlife makes its first appearance of the day. If you are looking for the gray wolves released here in 1995, you’ll want to be out in the early morning when all wildlife sightings are more common.

At **68 miles:** If all the rooms in Cooke City are filled, you might find a motel in the smaller town of Silver Gate. There is a surprisingly large selection of lodgings available for such a small town.

At **69 miles:** Pay the fee here before passing through the northeast entrance to Yellowstone National Park. During the month of August, I saw several herds of bison in the Lamar Valley. At least a hundred of the creatures were out in the meadow raising small dust clouds while rolling in the dirt on the edge of the Lamar River. A few miles west, the road splits at the Roosevelt Lodge. This is where I stopped and returned, over the Beartooth Highway, to Red Lodge.
Getting to the Beartooth Highway
Arriving from the west:
The well-preserved ghost town of Bannack is 21 miles west of Dillon, Montana, and dates back to 1862 when a group of scouts and prospectors from Colorado found gold on a stream they called “Grasshopper Creek.” They filed the first recorded mining claim in what would become Montana Territory. The lawless town of Bannack developed a reputation of violence and vigilantism as the population quickly grew into the thousands. Many crude log shelters were built by the arriving miners. Merchants built stores, those who struck it rich built bigger and better homes. Many saloons, and a few schools, jails, and churches were built. The large, red brick hotel, called The Hotel Meade, was the center of Bannack social life and operated on and off until the 1940’s.

Except for three of the remaining buildings, all are open to the public. You can climb the circular staircase from the lobby in the Hotel Meade and walk the upstairs halls, exploring the rooms.

You can photograph the town from the second floor, through the wavy old glass windows. Exposing through the windows is easy. Just use the “spotmeter” setting on your camera.

Traveling north or south on Interstate 15, take Montana exit 59 and drive 21 miles west on State Route 278 to the sign pointing the way to Bannack. There is an entry fee which can be paid inside the visitor center, if anyone is there. The town has been preserved as a Montana State Park and is being preserved in a state of “arrested decay.” Some new wood is visible in the planks of the boardwalks and the shingles. The old wooden buildings are not painted and there are no gift shops or any visible commercialism.
Arrive by 4:00 pm and you’ll have several hours of excellent light for photography with the best color possible just as the sun is setting. The old yellow pine boards glow in the setting sun. The main street runs east and west, so the buildings on the north side of the street receive direct sunlight throughout most of the day while the fronts of those buildings across the street, on the south side, are in shadow for most of the day.

Getting to the Beartooth Highway: Arriving from the South:
Traveling east or west on Interstate 80, head north at Rock Springs, Wyoming. The Killpecker Dune Field, in southwest-Wyoming, is the largest sand dune field in North America. The Killpecker Dunes are home to the rare desert elk. The dunes are located north of Rock Springs, Wyoming, on Interstate 80 and east of the small town of Eden, Wyoming. You can’t see the dunes from the highway and you can’t reach the dunes from any of the roads on the east side of the town of Eden. As you leave Rock Springs, drive north ten miles on Highway 191. Watch for the sign pointing out the right turn onto Chilton Road, the Tri-Territory Loop Road and head north, fourteen miles.

If you miss the turn onto the unpaved road, continue north on Highway 191, twenty-two miles to the town of Eden. Turn around there at the city limit sign and return two miles to an unmarked paved road heading east. A few hundred feet down that road is a National Forest Service sign pointing out the distances to the Boar’s Tusk (on the edge of the dune field) and the White Mountain Petroglyph panels. Turn left at this sign and head east on the graded dirt road for about six miles.

The road climbs over a low rise, high enough to see far to the east as you reach the top. From this point, you can see most of the dune fields. To the southeast, you can see a tall black needle, far out on a flat, sage-covered plain. This ancient igneous lava plug reaching several hundred feet above the desert floor is called the Boar’s Tusk. Although you’ll soon find a narrow, unmarked dirt road that heads straight for the boar’s tusk, keep driving south until you find a major fork in the road with a large direction sign. Follow the arrows east and then north to the base of the formation. Although you can’t see it from a distance, a rough dirt road circles around the base of the Boar’s Tusk.

Head south from the Boar’s Tusk and return to the Tri-Territory Loop Road and continue driving east a couple of miles to
reach the signed side road heading north to the access point into the Killpecker Dune Field. This is the best place for photographers to enter the dunes. Park here at the end of the road, pack up your camera gear, and start walking. There is another access road a few miles farther east to enter an area of the dunes set aside for ATV riders. Head north on the first marked road to avoid the ATV tracks.

It’s a long way out to the dunes from the nearest town with lodgings. If you want to photograph a sunrise on the dunes, stay overnight in Rock Springs, leave town before sunrise and get out to the dunes in one hour. But, if you haven’t been out there before, you’ll be driving an unfamiliar and rough dirt road in the dark. If you arrive in the middle of the day, you’ll have an easier time finding the roads into the dunes and finding the best spot to set up a tripod. The light will be flat and the dunes will appear dull and uninteresting.

If you have the patience to wait until late in the afternoon, you’ll be rewarded with great waves and patterns rippling across the dunes. If you arrive in a self-contained camper-type vehicle, just park near the edge of the dunes. You’ll be ready for some great dune photography, morning or night, and you won’t have to drive the maze of unmarked dirt roads leading out to the dunes in the dark.

When you leave the Killpecker Dunes, return to the Tri-Territory Loop Road. If you head northward toward the Beartooth Highway, double back to the pavement of Wyoming Highway 191 near Eden, Wyoming, or continue following the graded, unpaved back road called: “The Tri-Territory Loop Road.” It will take you to the pavement of Highway 28, the road you’ll be following northward through Lander, Thermopolis, and Cody to the Beartooth Range. It’s fifty miles to Highway 28. The easiest way to drive the road is to follow the most heavily-traveled route. Watch for the tire tracks and have faith. You’ll reach the pavement, just south of the Continental Divide.

This low area in the Rocky Mountain Range is just south of the Wind River Range and the route of most pioneers and wagon trains heading westward in the 1840’s and 1850’s.

Watch for the marked side road, just east of the Continental Divide, leading down the hill to two small ghost towns—South Pass and Atlantic City. Nearby Atlantic City is more interesting. Some of the buildings are inhabited. There is an inn, a saloon, and a restaurant in Atlantic City.

North of Cody, I drove Highway 120 for 16 miles before turning left onto the Chief Joseph Scenic Highway. Highway 296 climbs steeply in a series of switchbacks to an overlook called “Dead Indian Summit” at 8,060 feet. Looking down, you can see the highway dropping down the canyon making more loops and switchbacks. To the west, you can see a long, narrow canyon called Sunlight Basin. A long, unpaved road follows the bottom of the canyon and disappears into the distance.
Driving through Yellowstone on the way to the Beartooth Highway.

At the bottom of the canyon, watch for the sign marking the left turn into the Sunlight Basin. I drove the graded gravel road for twenty miles and never reached the far end of the Sunlight Basin. I found several nice stream scenes and framed the rugged peaks of White Mountain (only the base is white) through the aspen groves.

Back on the Chief Joseph Highway, I drove north and soon reached the highest bridge in Wyoming over Sunlight Creek. I stopped and leaned over the railing for a photograph of the river 280 feet below. I found the best composition on the west side of the bridge where I framed the scene below between vertical canyon walls.

The opening date for the Beartooth Highway has usually been the end of May, in time for the Memorial Day Holiday. The opening dates can vary depending on the severity of the winter snowfall. Arrive in early June and you are going to see a lot of snow along the sides of the highway. It may block the trails and prevent you from climbing out to the edge of the overlooks. Around June 15, most of the meadows will be clear of snow and spotted with wildflowers. Locals claim that June can be the best month for wildflower photography across the high country.

July is usually the most busy time for traffic over the summit. This is also the peak of alpine wildflower season across the higher meadows above the Beartooth Highway. The views from the high overlooks are more impressive when the distant mountains are still capped with snow.

Most of the wildflowers have vanished by late August, although you can still find some late bloomers up in the higher talus slopes above the road. There are only a few traces of snow still visible on the north slopes.

My life-long career in photography began at San Jose State University in 1957. After college, I enlisted in the U.S. Army Signal Corps, serving as a photographer and darkroom technician. In Germany, my skills and experience with equipment and lab work were developed and polished. I took the opportunity to photograph the beauty of nature in the Black Forest. Returning to California in 1965, I produced industrial and military training films for Raytheon Electronics and began showing my color nature prints. From 1969 through 1981, my photography was exhibited and sold in West Coast galleries. During the early 1980’s, I taught color darkroom workshops, then expanded to include field trips. Former customers, who had purchased my framed photographs, wanted to learn photography. My Pacific Image Photography Workshops offered adventures to the Pacific Coast, the Southwest deserts, national parks, Hawaii, New England, Canada, England, and the South Pacific. The workshops evolved into writing and sharing my adventures with others. Photograph America Newsletter provides information on where, when, and how to discover the best nature photography in North America.

Photograph America Newsletter
is published quarterly (four issues/year)
by Robert Hitchman
assisted by technical associate/wife, Katherine
Post Office Box 86, Novato, CA 94948-0086
1-415-898-9677
www.photographamerica.com

All contents of this newsletter copyright © 1989-2016 Robert Hitchman

Please don’t make copies for your friends. This is a violation of Federal copyright laws. This newsletter survives on subscriptions.

Have a great trip and send me an email!