



BELMOND
ROYAL SCOTSMAN
EDINBURGH



PRESS KIT

Belmond Royal Scotsman introduced by Andrew Eames

OVERVIEW

Here is a riddle for the well-travelled. Where in the world can you relax in what resembles a country house hotel, while travelling over heather-clad hills? Or indulge in a deep tissue massage while being transported through forest-tartaned glens? Or learn about malt whiskies while rolling across one of Europe's last great peat bog wildernesses?

The answer seems to lie in Scotland—but where does the concept of indulging in a wellness treatment while on the move come in? All is suddenly revealed with the news that Belmond Royal Scotsman has just become the first luxury train in the Belmond collection to introduce its own dedicated spa carriage.

The fabled train is an aristocrat of railway travel, a true monarch of the glens. Its realm is a natural spa in its own right, a visual balm of lochs and mountains whose misty majesty is enough to stir anyone with a line of poetry in their soul.

With this form of travel, guests need not worry about tortuous roads or changing hotel rooms. Instead, they glide along lochs that look like slices of sky fallen to earth and past peaks hung with the fraying rope of streams in spate. All are viewed from the restored elegance of antique-style railway coaches manned by attentive crew and with an onboard host who keeps everyone informed and engaged.

Using major railway lines between historic towns and little-frequented tracks through dramatic wilderness terrain, Belmond Royal Scotsman transports its guests into a different world. Unique themed itineraries include anything from battlefields to boat trips, and feature visits to private castles, stately homes and Highland estates whose owners welcome guests into their houses and recount family anecdotes from centuries past.

A maximum of 40 passengers means that there is always a range of well-travelled people for lively conversation, but also ample privacy. Anyone seeking calm and quiet can retreat to the spacious day cars, private cabins and spa treatment rooms.

The train is composed of nine vintage-inspired carriages, mostly original Pullman cars from the 1960s which have been completely overhauled. Of the nine, two are restaurants and five are state cars with personal cabin stewards to ensure flawless service before a sound night's sleep.

These individual Edwardian-style cabins (both single and twin bedded) are decorated with marquetry and prints of Highland chieftains. Each has a wardrobe and dressing table, and an en suite bathroom with a powerful shower. Interconnecting cabins are perfect for family groups. To enhance the nighttime experience, the train is stabled like a thoroughbred horse beside a station platform every evening.

Bringing up the rear of the train comes the unique observation car, the social epicentre, where passengers relax, glass in hand. At one end stands the bar, with a selection of more than 65 whiskies, and at the other is the open observation deck, the perfect vantage point for breathing in the fresh Highland air as mountains and lochs drift past.

The main part of the observation car is effectively a long drawing room filled with sofas, small armchairs and table lamps, but with Scotland's enchanting landscapes framed like oil paintings by the windows. It is here that guests gather before and after lunch and dinner, and where the daytime cadence of train on track gives way to the rhythm of the musicians after dark.

Dining is a highlight of the Belmond Royal Scotsman experience. Cuisine in the two dining cars is said by many to be amongst the best anywhere in the world, something that makes Mark Tamburrini, Head Chef, feel justifiably proud.

A typical morning starts with a full Scottish breakfast, traditional porridge or fresh, local fish. It can be enjoyed in guests' cabins but is best savoured in one of the two dining cars where passengers gather, eagerly anticipating their first off-train experience of the day.

After a stimulating visit to one of Scotland's great sights, guests return to the train for lunch. Depending on the season, this could feature baked supreme of wild Scottish salmon with chervil butter sauce, followed by summer pudding with clotted cream. Dishes are complemented by wines from the four corners of the world carefully chosen by Train Manager Fredrik Laseen. Passengers then retire to the observation car for a digestif, as the train gets under way again, ready for the day's next adventure.

Evening is always a grand affair, preceded by cocktails and canapés in the observation car, before gravitating towards Raven and Swift restaurant cars to dine. Free seating means that everyone gets the chance to sit next to someone different every night, keeping conversations fresh and new. On formal evenings, many guests sport traditional Highland dress, always a source of fun and curiosity. Belmond can arrange for hire of kilts, sporrans and shawls, or even help guests to purchase their own bespoke pieces.

Dinner is when Mark's skills really shine. Think Kyle of Lochalsh langoustines in a fine tomato consommé, fillet of Aberdeen Angus beef with Madeira sauce, braised shallots and pomme cocottes or North Atlantic halibut with a fresh crayfish cream, pommes dauphinoise and wilted samphire. All are expertly matched by fine wines. Then follow hot chocolate melting pudding with homemade heather honey ice cream or a selection of local Scottish cheeses with oatcakes and quince jelly.

After dinner musical entertainment always reflects the mood of the train. Guests have been known to dance until the wee hours, sustained by Scotland's "water of life".

A journey aboard Belmond Royal Scotsman is a special way of seeing a very special place. It represents the fusion of the spectacularly dramatic and the delicately crafted; the felicitous melding of the most magnificent expressions of nature with human ingenuity and creativity. All in one train.

HISTORY & BACKGROUND

The train was launched in May 1985, when the original owners put together a set of rented carriages and christened them The Royal Scotsman. The carriage leases ran for five years, during which the train won a Queen's Award for Export.

The owners then decided to purchase a different set of carriages, built to their specifications. Working with designer James Park Associates, ten Pullman carriages were subsequently bought and transformed with all the interior woodwork made by a specialist woodworking company in Boumemouth and shipped to the construction site and installed. This second rake of carriages replaced the first in May 1990.

The new rake featured many improvements – each cabin now had its own private bathroom, for example, and capacity increased from 28 to 32. Heating was upgraded from steam to electricity, steel carriages replaced the former wood-bodied vehicles, and passenger seating was increased in both the observation and dining cars. In 1997, cabin capacity was increased from 32 to 36 to provide 16 twin and four single state cabins. Then, in 2007, the train was acquired by Orient-Express (now Belmond).

Since then it has gone from strength to strength, offering a huge diversity of itineraries. The latest innovation is the Bamford Haybam Spa, the first spa carriage to feature in Belmond's portfolio of luxury trains, which joined the train in 2017. Designed using sustainable wood

from Scotland and the Cotswolds, it features two treatment rooms with picture windows looking out onto the beautiful Scottish countryside.

PEOPLE

Michael Andrews, General Manager

Michael Andrews never abandoned his desire to work for Belmond Royal Scotsman, even though his first application was unsuccessful. His personal journey in the hospitality industry started in his home county of Wiltshire, southern England, working in outside catering for such varied events as the Glastonbury festival, hunt balls, society weddings and even aboard a barge. His skills were further honed at Hunstrete House near Bath, under the tutelage of its French owners. But then Gleneagles beckoned and much to his parents' dismay, he fell in love with, and found love in, Scotland. He has stayed there ever since.

Prior to joining Belmond Royal Scotsman, Michael worked for the Craigendarroch group, both in Royal Deeside and at Cameron House. He was operations manager for Apex Hotels, and then spent four years as hotel manager on board the luxurious cruise ship, the Hebridean Princess.

But back to that first attempt to join the train. He explains: "My interview was at a mahogany table in a formal boardroom, with Edwin Landseer pictures scrutinising my every answer. I was too nervous even to touch my coffee." It was to be another eight years before his dream of working on board the legendary train would come true. Following seven years as Train Manager on Belmond Royal Scotsman, Michael was promoted to General Manager in November 2012, a job he has relished ever since.

When he can find the time, he enjoys "trying to learn not to get too upset that my golf handicap is not improving".

Michael Andrews' Top Five Experiences

- Marvelling at the Forth Bridge, the UNESCO World Heritage site spanning the mighty Firth of Forth, while standing on the observation deck with a wee dram
- Catching the first glimpse of the idyllic horseshoe bay embracing Plockton village, with its whitewashed seafront, palm trees and yachts bobbing at anchor --- and Callum's boat ready to take you to see the seals
- During a journey friendships develop and adventures are shared. Standing on the platform at Waverly Station saying goodbye to guests can be very moving as tears are shed and promises made to keep in touch
- Listening as Ray Owens, our Highland raconteur, brings Scotland's history and culture to life through his magical tales
- Seeing guests relax, recharge and slow their pace of life for a wee while – then reemerging with new vigour and optimism

Special Staff Member

Mark Tamburrini, Head Chef

In 2017 Mark Tamburrini returned to Belmond Royal Scotsman as Head Chef for his seventh season. Passionate about food from a young age, Mark was inspired to cook by his Italian grandmother, and he is always ready to share his enthusiasm: "Many of our guests are really interested in what we produce, which is great. They pop by and chat with us all the time, which you do not normally get in kitchens."

With over 21 years of experience, Mark has worked in some of the finest restaurants in the UK. He began his career studying under Steven Granton and Jim Kerr at the Royal Exchange Square, Glasgow, where seafood was his speciality. Mark soon demonstrated a flair for fine cuisine and quickly rose up the ranks. He went on to work at L'Escargot, a Michelin-starred restaurant in Soho, London.

More recently, he returned to Glasgow to work at Rococo Restaurant, where he won the coveted Auchentoshan Restaurant of the Year award in 2003. Prior to joining Belmond Royal Scotsman, he worked as Head Chef at the four-star Malmaison Hotel in Newcastle.

Mark currently lives in Glasgow with his wife and daughter, and although he is away a lot, sees working on the train as a real treat: "I always remind our team of chefs to look out the

window. It seems obvious, but it is so easy to get carried away in your work. One of the best things about the train is the scenery. Most kitchens are closed off to the outside world. On Belmond Royal Scotland it's exactly the opposite."

TOP ITINERARIES

The Golf Journey

This four-day adventure starts from Edinburgh Waverley Station and travels north via Inverness, the capital of the Highlands, to overnight at Tain, on the shore of the Dornoch Firth.

Here, professional Scottish golfer Sam Torrance OBE accompanies golfers as they play Royal Dornoch Golf Club, the most northerly of the UK's championship courses, currently rated no.1 in Scotland. Afterwards, the train travels along what is arguably the most scenic route in Britain, towards Kyle of Lochalsh, gateway to the mystical Isle of Skye.

On the third day the train returns to Inverness. Here, still in the company of Sam Torrance, golfers play Castle Stuart Golf Links, venue for the Scottish Open. With six holes hugging the coastline, this impressive new championship course offers breathtaking views right across the Moray Firth. The evening is spent in the market town of Keith, with a colourful after-dinner talk about Highland life through the centuries.

The golfers' destination for day four is Trump International Golf Links, strikingly laid out among the majestic dunes of the rugged Aberdeenshire coast, and not for the faint-hearted.

That evening's dinner is taken while stabled in Dundee. The following morning the train returns over the magnificent Forth Railway Bridge to Edinburgh Waverley.

The Whisky Journey

This four-day journey begins with a single cask dram on departure from Edinburgh Waverley Station before travelling north over the Forth Railway Bridge, considered one of the greatest achievements of the Victorian Age.

That evening's destination is the market town of Keith in the heart of the Speyside whisky region, followed by a visit next day to the Glen Ord Distillery, one of the oldest in Scotland. Glen Ord continues to malt its own barley and to use traditional slow distillation methods.

In the afternoon, the train travels to the next night's stabling at Kyle of Lochalsh, gateway to the misty Isle of Skye. The journey is one of the most scenic in the world, passing the Torridon mountains and skirting the edge of Loch Carron.

On the third day a tutored tasting takes place as the train retraces its steps to Carrbridge to visit the famed Glenlivet Distillery. Here you learn about the extraordinary chemistry between climate and terrain that produces the perfect conditions for whisky, and sample a special dram drawn straight from the cask.

Day four starts at the Rothiemurchus Forest, remnant of the native Caledonian pine forest which used to cover most of Scotland, where you can choose from a number of country pursuits including fishing, clay pigeon-shooting and an estate tour.

Afterwards, the train travels south to Dunkeld where you disembark to visit the independent Tullibardine Distillery, one of the oldest distillery locations in Scotland, nestling at the foot of the Ochil Hills.

That evening the final formal dinner takes place en route to Dundee. The following morning it is a short journey over the Tay Bridge back to Edinburgh, where your journey ends with a final sampling in the Members' Room of the Scottish Malt Whisky Society.

The Grand Tour of Great Britain

The Belmond Royal Scotsman is not exclusively about Scotland. At least once a year the train sets off on a grand, eight-day adventure which begins and ends north of the border, having taken in some of England's best known cities and landscapes.

The first two of days are spent in the Highlands, with country pursuits, whisky distillery visits and wildlife walks on the agenda. The train then turns south, passing through the glorious Lake District National Park, followed by a walking tour of Chester and a drinks reception in the

Cathedral. It continues on into bucolic Wales, with the chance to visit Gwydir Castle and to ride a steam train up into Snowdonia National Park.

Back in England, the train visits the spa city of Bath, for a guided tour of the World Heritage Roman baths, and then travels on to Cambridge with its historic university colleges, and a chance to view ancient medieval and Renaissance manuscripts on a special private tour.

Turning back north, next stop is the walled city of York and its famous Minster, after which the train follows the glorious Northumberland coastal route to Alnmouth for a private viewing of Alnwick Castle, followed by an exclusive farewell dinner.

Departing Northumberland in the early morning, the journey ends back at Edinburgh Waverley after breakfast.

CORPORATE SOCIAL RESPONSIBILITY

Hosting the disadvantaged: At the start of every season the train invites a local community group such as Edinburgh Dementia Care on board for lunch as part of crew training. The train chef and staff have subsequently cooked a Burns lunch at Dementia Care's Edinburgh centre.

Respecting the environment: Wherever possible eco-friendly toiletries are used on board and eco LED light bulbs are used throughout the train. All tea and coffee served both on the train and in offices is fairtrade and ethically sourced, and Belmond works with laundry suppliers to encourage the use of environmentally-friendly soaps and detergents for laundering bed linen and towels.

Green ambassador: A staff member is tasked with ensuring that recycling and environmental practices are followed. A Corporate Social Responsibility 'ideas' box is available for all crew to share their views on ways to improve the train's environmental footprint.