



# “BDZ-PASSENGERS” EOOD

# BDZ

Telephone +359 889 915 863, email: [fancy@bdz.bg](mailto:fancy@bdz.bg)

## THE BULGARIAN STATE RAILWAYS

have already been in existence for more than 120 years: during that time the railway rolling stock changed and continues to change but the nostalgia for steam traction and retro railcars remains. The “traveling back in time” is possible with steam locomotives No 01.23, No 16.01, No 05.01, No 03.12, and the narrow-gauge No 60976, with the railcars from the Corona Express, Vitosha Express, the restored so-called French second-class railcars and the narrow-gauge composition.



# CORONA Express



The railcars from the Corona Express were reserved for the official travels of Tsar Boris III and his family. These are saloon railcars and specialized railcars of different functional design.



The three saloon railcars from the composition, with numbers 050, 051 and 052, were for Tsar Boris III, Tsarina Ioanna and Prince Kiril, respectively. They were manufactured in 1938-1939 in Germany. In each of them there is an apartment, sleeping cabins and a bathroom. With their luxurious equipment and their dynamic running characteristics, they provided high traveling comfort.



Vitoshka Express

# VITOSHA Express



The elite train composition VITOSHA EXPRESS, was the train of the former head of state Todor Zhivkov. The railcars were manufactured in 1975 in Germany.



The saloon railcars offer comfortable sleeping cabins and a special apartment with an in-built bathroom and a toilet. These were only some of the extras that the former party and state elite had at their disposal.

# Steam Locomotive 01-23



This vehicle was built at the SLM Winterthur Locomotive Factory, Switzerland, in 1935. It is a representative of the most common mass series of fast-moving locomotives in the history of the Bulgarian railways. It is an exhibit from the Railway Heritage Museum Collection of BDZ-Passengers E00D. It was restored for going back into operation at the Locomotive Depot in Sofia in 2003 for fancy, jubilee and touristic travels, and for participation in film productions.

# Steam Locomotive 05-01



This vehicle was built at the Fr. Krupp- Germany, It was restored for going back into operation in 2010 for fancy, jubilee and touristic travels, and for participation in film productions.

# Steam Locomotive 03-12



This vehicle was built at the HENSCHEL-Kassel, Germany, in 1942. It was restored for going back into operation at the Locomotive Depot in Gorna Oryahovitsa in 2011 for fancy, jubilee and touristic travels, and for participation in film productions.



# Steam Locomotive 16-01



It was built at the WLF Floridsdorf Locomotive Factory, Austria, in 1949. Its design is a modification of the most numerous locomotives of the military type. It is an exhibit from the Railway Heritage Museum Collection of BDZ-Passengers EOOD. It was restored for going back into operation at the Locomotive Depot in Gorna Oryahovitsa in 2006 for fancy, jubilee and touristic travels and for participation in film productions.

# Narrow Gauge Steam Locomotive 609<sup>76</sup>



It was built at the Chrzanow Factory in Poland in 1949. It is an exhibit from the Railway Heritage Museum Collection of BDZ EOOD. It was restored for going back into operation at the Locomotive Depots in Sofia and Septemvri in 2004. It is used for fancy, jubilee and touristic travels and for participation in film productions on one of the most picturesque railway destinations in Bulgaria from Septemvri to Dobrinishte, the only narrow-gauge railway line currently in operation in Bulgaria.

# A DIESEL TRAIN UNIT 19 001<sup>7</sup>

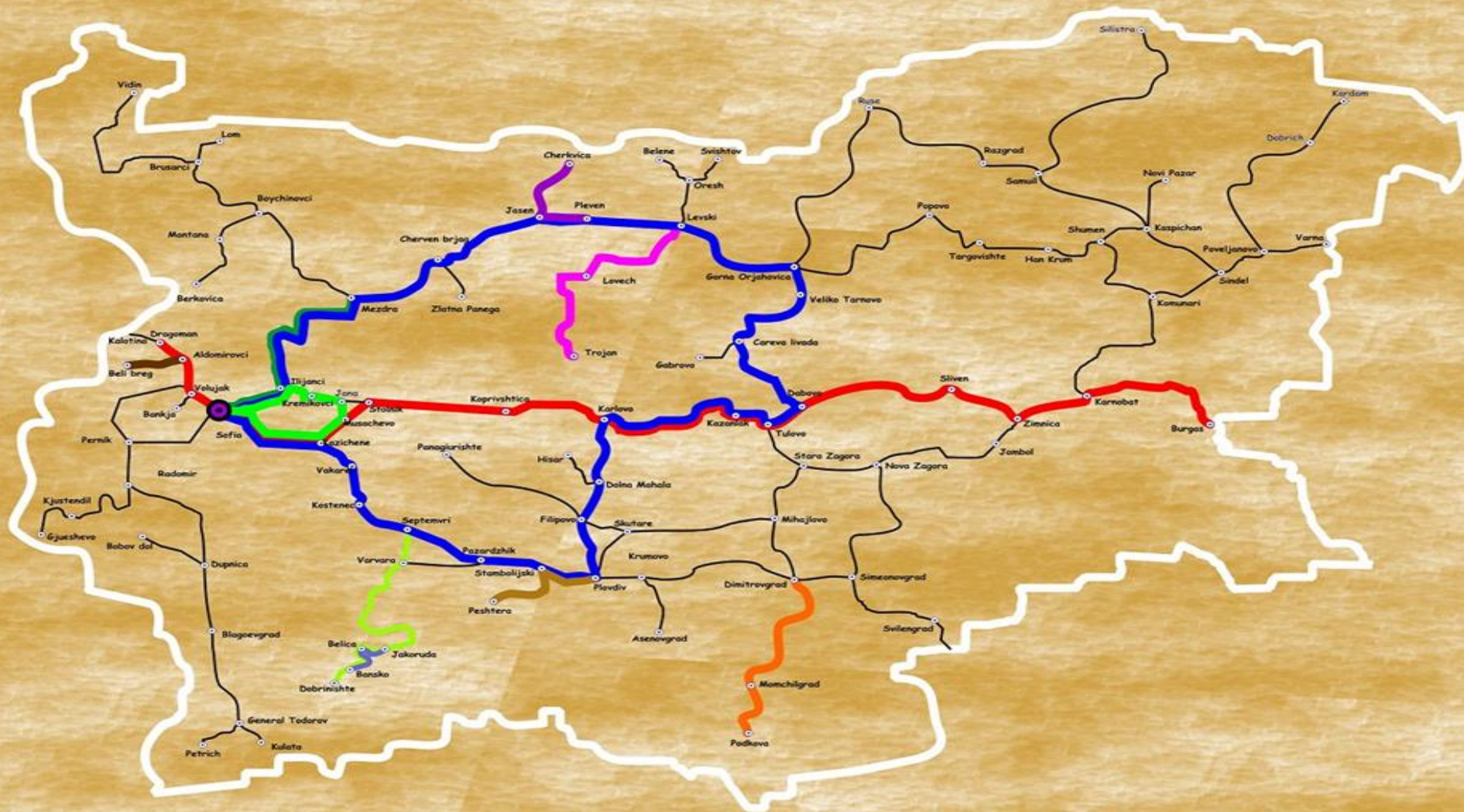
This retro diesel train unit, manufactured in 1960 in Austria, has been preferred to the present day for specialized and fancy travels of small groups of passengers. It consists of two compartments: one first-class and one second-class.



A first-class section with 9 luxurious comfort armchairs arranged 2 + 1, with bilateral cushions and additional individual lighting for reading, with a light that can be guided according to the wish of the passenger.



A second-class section with 28 soft armchairs arrange 2 + 2 that can be turned depending on the direction of traveling and be tilted to a semi-recumbent position, a luxurious and precisely equipped bar with a coffee machine, a refrigerator and all facilities for preparing cold and hot meals.



# PREFERRED ROUTES:

- Dragoman Burgas
- Sofia Plovdiv Karlovo Kazanlak Veliko Tarnovo Pleven Sofia
- Sofia Ilyantsi Yana Musachevo Kazichene Sofia
- Dimitrovgrad Momchilgrad Podkova
- Plovdiv Stamboliyski Peshtera
- Mezdra Sofia
- Pleven Yasen Cherkvitsa
- Levski Lovech Troyan
- Bansko Belitsa Yakoruda
- Aldomirovtsi Beli breg
- Septemvri Dobrinishte