

Experience the romanticism,
comparable to a traveling back in the time of steam traction

FANCY TRAVELS

with a retro narrow-gauge train

on the picturesque Septemvri-Dobrinishte line



BDZ – PASSENGERS EOOD
offers you the chance to organize a fancy tour
with narrow-gauge rolling stock from the previous century

SEPTEMVRI-DOBRINISHTE NARROW-GAUGE LINE

The town of Septemvri, situated in the Upper Thracian lowland, is the place where one of the two end stations of the narrow-gauge line is located, the line having a total length of 125 km. It passes the Western Rhodope mountains and the Avramova Sedlovina area (that divides the Rhodope mountains and the Rila mountain) and reaches the Razlog valley in the foot of the Pirin mountain. The combination of natural beauty and cultural and historical diversity in the region lend an additional charm to the traveling.



The Septemvri – Dobrinishte narrow gauge line is inscribed in the list of most interesting railway lines in Europe published in the Deutsche Bahn Guide of European Railway Timetables.

The average speed of the narrow gauge composition on the route is 40 km/h and the Highest altitude reached is 1267, at Avramovo station, Bulgaria's highest railway station. Various technological combinations were used during the construction of the railway line that allowed building it in a topographically extremely complex region. The line passes through a great number of picturesque places with a large number (35) of tunnels and bridges.



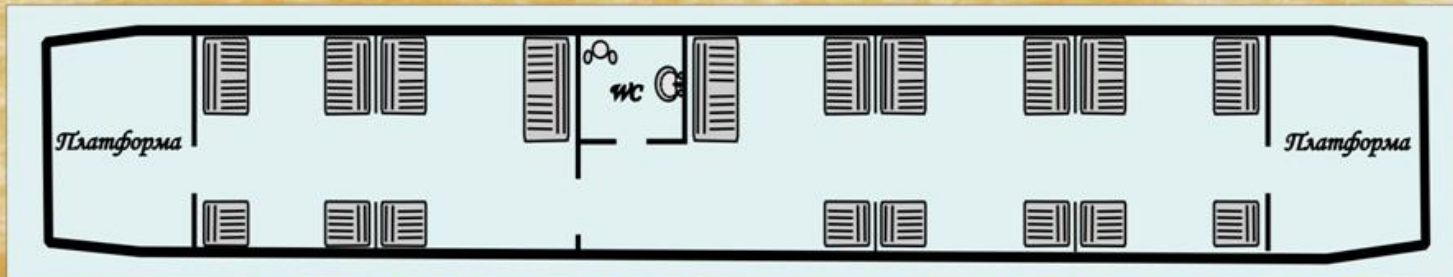
The total length of the tunnels along the whole line is about 2858 m, the bridges mainly have a structural steel design. The railway line has a 760 mm gauge and a length of 124.7 km. It cuts through three mountains - Rila, Pirin and the Rodopes, and the territories of seven municipalities - Septemvri, Rakitovo, Velingrad, Jakoruda, Belitsa, Razlog and Bansko. There are 12 stations and 11 stops along the line.

The narrow-gauge retro composition consists of a steam locomotive, two passenger cars without compartments, a luggage van and a tank wagon. The train was restored in 2004 and its usual parking location is the Septemvri Depot.



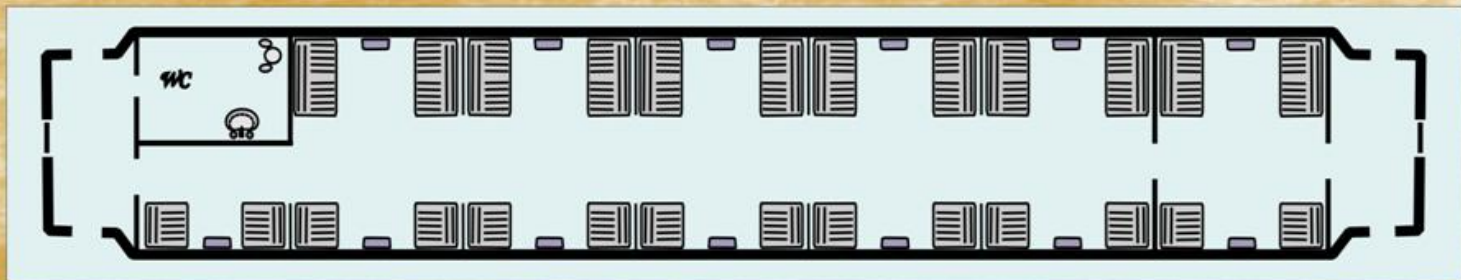
The narrow-gauge steam locomotive 60967 is⁷⁶ one of the ten locomotives made in 1949 Chrzanow Locomotive Building Plant in Poland, its product number is 1929/1949. It arrived in Bulgaria and was launched into operation at the end of that year, after a test run on the Septemvri - Avramovo section.

The narrow-gauge passenger railcar C7⁷⁶₄ No 502 is the only one preserved from the 4 railcars for a 760 mm gauge delivered in 1926. These were manufactured at the KOPRIVNICKA VOZOVKA AKC. SPOL. Factory with a production number 49328/1926. Their initial operational numbers were from 301 to 304, and after 1948 from 501 to 504.



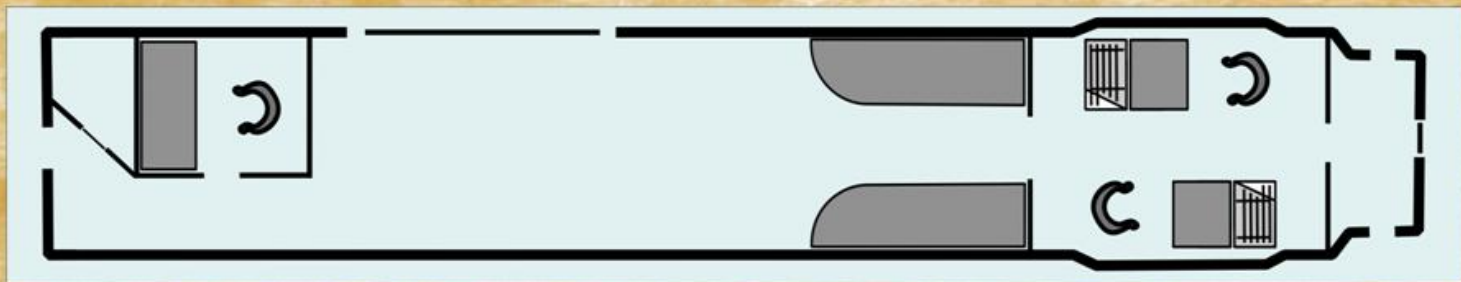
After its restoration, this railcar preserved its initial capacity of a total of 27 third-class seats. The seats are arranged according to the 2+1 scheme. The railcar has a toilet and a steam heating section.

The narrow-gauge passenger railcar BC⁷⁶₄ No 558 is the only one preserved from those eight for a 760 mm gauge delivered in 1941. These were manufactured by WAGGON UND MASCHINEFABRIK AG BAUTZEN with a production number 49328/1926. Their initial operational numbers were from 301 to 308, and after 1948 from 552 to 559.



After its restoration, this railcar preserved its initial capacity: 6 second-class seats and 32 third-class seats, or a total of 38 seats. They are arranged according to the 2+1 scheme. The railcar has a toilet and a steam heating section.

The narrow-gauge luggage van W7⁷⁶/₄ No 901 was manufactured by WAGGON UND MASCHINEFABRIK AG BAUTZEN in 1926 and in 1940 was transformed into a narrow-gauge freight train. Due to the lack of a preserved original luggage van for fancy tours, in 2005 it was restored for inclusion into the retro passenger railcar composition.



After the restoration, a special compartment was built for the train master and a luggage compartment within which there is some space for a radio cabin and an electric generator feeding the train.