


# Line from El Guerrah to Touggourt

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<b>Country</b>	 <a href="#">Algeria</a>
<b>Cities served</b>	<a href="#">Ain M'lila</a> , <a href="#">Batna</a> , <a href="#">Ain Touta</a> , <a href="#">El Kantara</a> , <a href="#">Biskra</a> , <a href="#">Touggourt</a>

### Historical

<b>Commissioning</b>	<a href="#">1882</a> – <a href="#">1914</a>
<b>Dealers</b>	<a href="#">EA</a> ( <a href="#">1880</a> – <a href="#">1922</a> ) <a href="#">CFAE</a> ( <a href="#">1922</a> – <a href="#">1938</a> ) <a href="#">SNCF</a> ( <a href="#">1938</a> – <a href="#">1938</a> ) <a href="#">OCFA</a> ( <a href="#">1938</a> – <a href="#">1960</a> ) <a href="#">SNCFFA</a> ( <a href="#">1960</a> – <a href="#">1963</a> ) <a href="#">SNCFA</a> ( <a href="#">1963</a> – <a href="#">1976</a> ) <a href="#">SNTF</a> (since <a href="#">1976</a> )

### Technical characteristics

<b>Length</b>	<a href="#">417km</a> –
<b>Gauge</b>	<a href="#">standard</a> ( <a href="#">1.435m</a> )
<b>Electrification</b>	Not electrified
<b>Number of channels</b>	<a href="#">Single track</a>

### Traffic

<b>Owner</b>	<a href="#">SNTF</a>
<b>Operator(s)</b>	<a href="#">SNTF</a>
<b>Traffic</b>	Regional train from <a href="#">Constantine</a> to <a href="#">Biskra</a> , from <a href="#">Biskra</a> to <a href="#">Touggourt</a> , from <a href="#">Batna</a> to <a href="#">M'Sila</a> Local train from <a href="#">Batna</a> to <a href="#">Ain Touta</a> <a href="#">Fret</a>

### Line diagram

to modify ([https://translate.google.com/website?sl=auto&tl=en&hl=en&u=https://fr.wikipedia.org/w/index.php?title%3DLigne\\_d%2527El\\_Guerrah\\_%25C3%25A0\\_Touggourt%26action%3Dedit%26section%3D0](https://translate.google.com/website?sl=auto&tl=en&hl=en&u=https://fr.wikipedia.org/w/index.php?title%3DLigne_d%2527El_Guerrah_%25C3%25A0_Touggourt%26action%3Dedit%26section%3D0)) [ [archive](#) ]



The **line from El Guerrah to Touggourt** is one of the three main vertical lines of the Algerian railway network. It connects [Constantine](#) in the north of the country to [Touggourt](#), 450 km in the desert in the south of the country.

It was opened in stages between 1882 and 1914 .

## Story

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The decision to create the line from [El Guerrah](#) to [Biskra](#) via [Batna](#) over 201 km was taken on [July 18 , 1879](#). It was granted in stages in 1880 and 1884 to the [Compagnie de l'Est Algérien](#) .

The first section up to Batna over 80 km was inaugurated on [November 1 , 1882](#) and extended by 33 km to Ain [Touta](#) [July 26 , 1886](#), then 32 km to [El Kantara](#) on [February 9 , 1887](#) and finally it arrives in [Biskra](#) after an additional 56 km on [July 1 , 1888](#)<sup>[ 1 ]</sup> .

The decision to extend the line to [Touggourt](#) was taken on [April 4 , 1910](#), it will be carried out by the administration of the southern territories and commissioned on <sup>June</sup> [1 , 1914](#). This 217 km section had been built on meter gauge before being converted to standard gauge in [1957](#)<sup>[ 2 ]</sup> .

## Characteristics

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It is a non-electrified single track line. It has 10 stations and 6 stops.

### Plot and Profile

This line does not know any difficult relief to cross except the passage through the gorges of [El Kantara](#) which it crosses on the side of the cliff through a succession of small tunnels. It has an important work of art, it is the Oued Djeddi bridge 300 meters long at the level of [Oumache](#) .

### Stops

<b>Location</b>	<b>(PK)</b>	<b>Information</b>
El Guerrah	PK 0	Regional Trains
Ain M'lila	KP 10,800	Regional train
Ouled Zouai	KP 30,900	Regional train
Ain Yagout	KP 46,200	Regional train
Djerma	KP 62,200	Regional train
Fesdis University	KP 66,700	
Batna	KP 79,600	Regional Trains
Stop Hadj Lakhdar University	KP 82,700	
Ain Touta	KP 111,400	Regional Trains
El-Kantara	KP 144,900	Regional train
Manbaa El Ghazel	KP 161,000	Regional train
El Outaya	KP 173,100	Regional train
Biskra	KP 200,300	Regional Trains
Oumache	KP 222,400	Regional train
style	KP 278,000	
El M'Ghair	KP 316,400	Regional train
Djemaa	KP 364,200	Regional train
Touggourt	KP 417,000	Regional train

## Traffic

### Trajet complet Constantine Touggourt

En 2018, le Coradia produits par Alstom est mis en service entre ces deux villes.

### Section El Guerrah - Biskra

Ces autorails ont été supprimés

## Section Biskra - Touggourt

Le trafic voyageur jusqu'à [Touggourt](#) a été interrompu pendant près 12 ans, entre le [11 novembre 1998](#) et le [18 octobre 2010](#) date de la remise en service d'une desserte quotidienne depuis Biskra<sup>[3]</sup>.

### Vitesse limite

- Le trajet entre El Guerrah et Batna s'effectue a une moyenne entre 70 et 80 km/h.
- Le trajet entre Batna et Biskra s'effectue à une vitesse moyenne située entre 60 et 70 km/h.
- Le trajet entre Biskra et Touggourt s'effectue en 2h15 avec une vitesse moyenne de 100km/h , il existe des pics à 120 - 122 km/h<sup>[4]</sup>.

### Notes et références

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1. [Le développement des chemins de fer en Algérie](https://translate.google.com/website?sl=auto&tl=en&hl=en&u=http://jean.salvano.perso.sfr.fr/Blida/train/Dev%2Bcarte.pdf) (<https://translate.google.com/website?sl=auto&tl=en&hl=en&u=http://jean.salvano.perso.sfr.fr/Blida/train/Dev%2Bcarte.pdf>)   [ [archive](#) ]
2. <http://www.piednoir.net/guelma/histoire/cfanov06.html>   [ [archive](#) ]
3. [http://www.lemaghrebdz.com/?page=detail\\_actualite&rubrique=Nation&id=30395](http://www.lemaghrebdz.com/?page=detail_actualite&rubrique=Nation&id=30395)   [ [archive](#) ]
4. « Touggourt. Le train de voyageurs sifflera-t-il un jour ? » (<https://translate.google.com/website?sl=auto&tl=en&hl=en&u=http://www.djazairess.com/fr/elwatan/354397>)   [ [archive](#) ], sur *Djazairess* (consulté le 29 août 2020).

### Voir aussi

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### Articles connexes

- [Liste des lignes de chemin de fer d'Algérie](#)
- [Histoire des chemins de fer algériens](#)

 **Portail du chemin de fer**

 **Portail de l'Algérie**

 **Portail des Aurès**