

# Line from Oued Tlalat to Béchar

<div>Line from Oued Tlalat to Béchar</div>	
Country	<div><div><div><div></div></div></div>Algeria</div>
Cities served	<div>Oued Tlalat, Sidi Bel Abbès, Ras El Ma, Mecheria, Naâma, Ain Sefra, Beni Ounif, Béchar</div>
Historical	
Commissioning	<div>1877 – 2010</div>
Dealers	<div><div>OA ( 1874 – 1921 )</div><div>FA ( 1874 – 1888 )</div><div>PLM ( 1921 – 1938 )</div><div>SNCF ( 1938 – 1938 )</div><div>OCFA ( 1938 – 1960 )</div><div>SNCFFA ( 1960 – 1963 )</div><div>SNCFA ( 1963 – 1976 )</div><div>SNTF ( since 1976 )</div></div>
Technical characteristics	
Length	<div>648km –</div>
Gauge	<div>standard ( 1.435m )</div>
Electrification	<div>Not electrified</div>
Number of channels	<div>Single track</div>
Traffic	
Owner	<div>SNTF</div>
Operator(s)	<div>SNTF</div>
Traffic	<div>Regional train from Oran to Maghnia, from Oran to Tlemcen, from Oran to Béchar</div> <div>Fret</div>

edit (https://translate.google.com/website?sl=auto&tl=en&hl=en&u=https://fr.wikipedia.org/w/index.php?title=%3DLigne\_d%2527Oued\_Tlalat\_%25C3%25A0\_8%25C3%25A9char%26action%3Dedit%26section%3D0) [ archive ]

The **line from Oued Tlalat to Béchar** is one of the three main vertical lines of the Algerian railway network. It connects **Oran** to **Béchar** 648 km to the south since 2010 where this new line was put into service from two lines dating from the end of the 19th century .

## Story

Although the train arrived in Béchar in 1906 , passenger traffic there was interrupted in the 1980s . The current line inaugurated in 2010 is of new creation by extending the Oued Tlalat - Redjem Demouche line by 115 km to join the Arzew - Béchar line.

### Sainte Barbe line from Tlalat to Crampel

The first section of 52 km between Oued Tlalat and **Sidi Bel Abbès** falls within the framework of the first railway plan of 1857 and line from Oran to **Tlemcen** but was only granted in 1874 to the **Compagnie de l'Ouest Algérien** for a put into service onMay 3 , 1877.

The second section of 100 km between Sidi Bel Abbès and **Redjem Demouche** (Crampel) falls within the framework of the second railway plan of 1879 , granted in 1881 still to the Compagnie de l'Ouest Algérien, for commissioning in two stages, theJune 8 , 1883to Sidi Ali Benyoub (Chanzy) for 31 km and theJuly 1 , 1885to Redjem Demouche over 69 km<sup>[1]</sup> .

### Line from Arzew to Colomb Béchar

The 128 km section between **El Biod** and **Ain Sefra** was carried out by the **Franco-Algerian Company** as part of the plunging of the **Arzew - Saïda** line . It was inaugurated on August 28, 1887 .

The 255 km section between Ain Sefra and Béchar was decided in 1892 . After the bankruptcy of the Franco-Algerian Company, the works were carried out by the Ponts et Chaussées and delivered in two parts, up to **Beni Ounif** in 1903 to reach Béchar leApril 21 , 1906<sup>[2]</sup> .

### New section Ain Sefra - El Biod

The new railway plan of the 1990s provided that Béchar would no longer be served by Saïda but by Sidi Bel Abbès. For this, it was necessary to create a 115 km section to connect the two pre-existing lines and to modernize the section between El Biod and Béchar which was metric gauge.

A call for tenders for the construction and modernization of the Mecheria - Bechar standard gauge line over 360 km was issued in 2003 . It was the ARC consortium made up of foreign companies TSO (France), Siemens (Austria), Contrack (USA) and Algerian companies led by Cosider that was awarded the project for in 2004 for nearly 400 million € and a period of 38 months<sup>[3]</sup> .

The project was accepted in 2009 and the Oran - Béchar line was commissioned onJuly 2 , 2010<sup>[4]</sup> .

## Characteristics

It is a non-electrified single track line. It has 15 stations and stops.

### Plot and Profile

This line knows no difficult relief except in the part between Ain Sefra and Beni Ouenif where it must follow the natural curves of the gorges.

### Stops

Location	(PK)	Information