# **Algiers-Oran line**

The **Algiers-Oran line** is one of the major components of the <u>Algerian</u> railway network. It links <u>Algiers station</u> with <u>Oran.</u> The first segment of the line, connecting Algiers with <u>Blida</u> opened on September 8, 1862 and was extended to Oran on May 1, 1871.

The National Company for Rail Transport is converting the entirety of the line to a double-track line.  $\boxed{3}$ 

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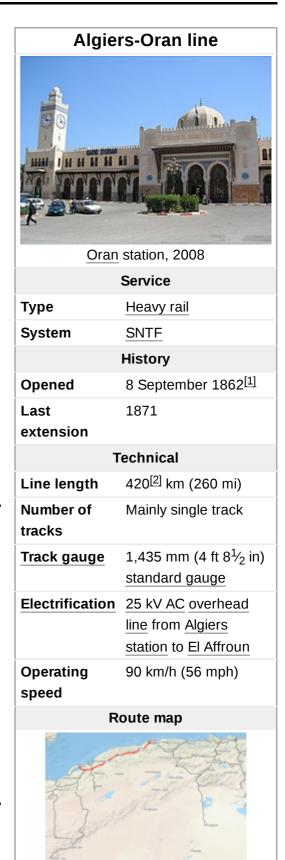
# History

The Oran-Relizane section was opened to travelers on November 1, 1868 and was extended to Khemis Miliana (called Affreville whilst part of French Algeria) on September 1, 1870. The Algiers-Blida section was extended to Boumedfaa on July 8, 1869, while the last segment - 29 kilometers from Affreville to Boumedfaa was completed on May 1, 1871 and enabled through-service from Algiers to Oran. [1]

More recently, the segment of the line from Algiers to  $\underline{El}$   $\underline{Affroun}$  has been electrified to improve  $\underline{commuter\ rail}$  connecting the two cities.

# Line description

**Algiers - El Affroun section** 



The 70-kilometer section from Algiers to El Affroun includes one of the five commuter rail services in the Algiers metropolitan area and is double-track and is electrified (25,000 volt). [2]

This section is the busiest in the entirety of SNTF network, with 130 passenger trains a day using the 10-kilometer Algiers-El Harrach section until the El Harrach wye. Of the 130 passenger trains using the Algiers-El Harrach section, 58 continue west and use the remainder of the Algiers-El Affroun section.

### El Affroun - Oran section

The El Affroun-Oran segment is not electrified and is being upgraded from single-track to double-track. In 2015, 77 kilometers between Khemis Miliana and <u>Chlef</u> and 107 kilometers between <u>Yellel</u> and Oran have been double-tracked. Bypasses are being constructed to avoid Khemis Miliana and Relizane traffic for through-trains. [3]

### Line description

The line is flat except for the 50 kilometers between El Affroun and Khemis Miliana where the elevation changes from 100 to 500-250 meters above sea level. A 7 kilometer tunnel is being built to more directly connect the Khemis Miliana and <u>Oued Djer</u> portion of this segment. [3]

### Speeds on the line

Average speeds for passenger services on the line are 80–90 km/h. Since 2008, SNTF acquired <u>DMUs</u> capable of reaching 160 km/h which are expected to reach their top speed on flat double-track segments of the Algiers-Oran line.

## References

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# Added references for article

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