

# Resartico Mining Wagon



PAUL DECAUVILLE

The transport of the mineral from the mine took place via special wagons - known as **Decauville wagons** - which ran on narrow-gauge railways, that is, with a **reduced distance between the tracks**.

These wagons were pushed by workers or pulled by small locomotives; in some mines, animal power was also used.

The pioneer in the construction of narrow gauge railways was the Frenchman **Paul Decauville (1846-1922)** who, in 1875, began to produce tracks, wagons and locomotives, and for this reason we speak, in a generic sense, of Decauville wagons, even if subsequently many companies, including some Italian ones, competed with the French product, while maintaining, however, the French standard in their manufactured dimensions and distance between the tracks.

The use of this product was widespread. Just think that, in Friuli, it was used not only in the mines at **Raibl, Resartico, Saps, Cludinico, Monte Corona and Cocco**, but also in quarries such as that of **Mount Verzegnis**.

The Decauville system also achieved considerable success, in the period spanning the two World Wars in the transport of goods and passengers on the railways present in some Friulian valleys (for example in the Val Degano).

