

On the trail of workers from Trani in the ORC personnel list

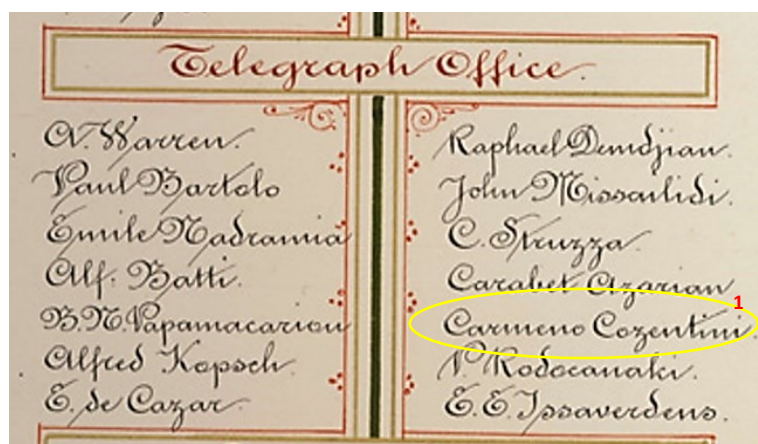
This contribution is an extract from a larger work concerning the class of sailors of Trani¹, in which, among other topics, the authors investigated about movements and migrations of seafarers between the 17th and 19th century.

From the archives of the civil registry of Trani and from the registers of the Italian Consulate of Izmir we know that a certain number of families from Trani (as well as other places on the Bari coast) settled in Izmir towards the middle of 19th century. It is not easy to connect the information of the Italian registers with those of Izmir, especially for the decades before the unification of Italy, because the data of the Italians who had been living in the Ottoman port (for some of them since three decades yet) have been collected only from around 1870.

In addition to some notes from the registers of the Italian Consulate, which sometimes specify the profession of the individuals, we have traces of these workers in an extraordinary document from the year 1900, published in the Ephemera of the *Levantine Heritage Foundation* website. It's a book donated to the general director and chief engineer of the *Oriental Railway Company*, Edward Purser, on occasion of his retirement after 40 years of service. Here, sector-by-sector, all the employees of the railway company in service at that time are listed. Actually, it constitutes a *terminus ante quem* to attest to the presence and activity of entire families, which moved from Trani, sometimes directly, sometimes through intermediate migrations (Ionian Islands, Patras). Unfortunately, some of them appear only with their surname or first name, probably the one used by their colleagues in the work environment and the one through which the director knew them. Despite these limitations, in many cases we can trace the Trani origin.

Furthermore, the document helps us to explain the reasons for this migration to Izmir, i.e. the demand for workers for the construction of the Smyrna-Aydin railway. This venture needed also other types of skills than seafaring and it probably brought laborers, bricklayers and mechanics to Izmir.

The names and the men



1. *Carmeno Cozentini*, who worked at the Telegraph Office, is probably *Carmelo Cosentini* (*Cosentino*), son of Antonio (born in Corfu in 1845 and died in Izmir in 1918) and Filomena Musmè (born in Izmir in 1847 and died there of liver cancer in 1911). His grandparents were Pietro (born in Trani in 1794 and moved to Corfu around 1845) and Domenica Tito (born in Trani in 1800 and died in Izmir in 1885, where she had followed his children). All the children of Pietro and Domenica moved from Corfu to Smyrna starting from 1855. Some of them came and went several times, like their firstborn, Carmine: he married in Corfu, had two children on the island, two more in Izmir in 1857 and 1859, two again in Corfu in 1860 and 1866 and the last two daughters in Izmir in 1870 and 1874. For some members of this family the Consulate register (n. C

¹ S. Cortellino, A.L. Di Lernia, *Trani e la gente di mare*, Giugno 2024

20) reports the profession of "stokers", therefore locomotive workers, while for Carmelo the profession is "railway worker".

Train Staff	
A. Vico.	D. Gaspari
D. Papayanni	A. Ghucas.
S. Milhas.	P. Cafadari
H. Sourco.	M. Ganot Sourco.
S. Paroali.	Yannis
M. Azli Yanni	Em. Mehmet.
Cooti Atcheli	Christos.
Joseph Ardanugo	Simos.
Em. Leiso.	Th. Calipoliti
M. Gardico.	P. Louvaris.
A. Sicolidis	D. Arlan.
J. Camilo.	D. Heturale.
R. Prelorenzo. ³	Th. Patsa.
D. Calafati.	Yorghis.
G. Mavrofidis	P. Dubucas.
Thed. Qucao.	Youssef.
G. Pissano.	Coco
Nenori Derbi	Bertrand.
D. Ghucas.	G. Demosali
M. Terifoglou	Kyriaco
Ant. Carino ²	Nicolali
V. Titto	Anza
Dhiamandi.	N. Delatolla.
F. Santori	Tahver
Ch. Chatelet	M. Maacude.
Thof. Jouali.	Devleti.
F. Paltodi.	Kar. Sekerdjio
A. Marengo.	Y. Baimirli.
R. Pelucas	Sely
S. Nicoli	Omer
Y. Anafpicti	Kerachis

2. In the list of the Train Staff, probably with the role of controllers, we find V. Titto, whom we can identify with Vincenzo Tito, son of Savino and Angela Papagno, born in Izmir in 1873 and indicated in the Italian Consulate register (n. T 37bis) as "Railway guard". He was the younger brother of Pandeli Titto (see n. 13 among the personnel of the Locomotive Department) and husband of Giuseppina Prelorenzo, sister of his colleague R(ober)to Prelorenzo, whose name we read few lines above (see n. 3).

Cazamir, Seidikeri, Djumovassi, Develikeri, Kayaso & Trianda Stations	
Cy. Draggiotti	Hassan
S. Kiriisoglous	Antoine Morari
Kilimon Galavris	Viceli
Ahmed	S. Fabiano
Alexis	Manoli
Ally	M. Pelorenzo
Stelios	Kara Mihali
S. Efstratiadi	

4. A certain S. *Fabiano*, who is not easy to identify, is also listed as an employee in one of the stations Cazamir, Seidikeri, Djumovassi, Develikeri, Kayes and Trianda. He may be *Stefano Policarpo Fabiano*, born in Izmir in 1878, son of the train driver *Michele Fabiano*, mentioned among the employees of the Locomotive Department (see n. 8), and Despina Vitalis, in the consular register under his father's name (n. F 9).

Dinair Station	
Cy. Economidis	Hassan
A. Tito	Mehmed
St. Armaso	Ahmed
M. Caracanis	Karpoutsaki
Yacoup	Ussein
Ally	A. Hassanovich
Ettem	E. Dr. Karpuzza
Halim	

5. A. *Tito*, employed at Dinair Station, is probably *Antonio Tito*, son of Spiridione (born in Corfu to Gennaro and Angela Defonzo from Trani) and Filomena Bassi (born in Trani). He was born in Izmir in 1874 and registered at the Italian Consulate (nos. T 4 and 41) as "employee".

Locomotive Department.

W. Shotton
 F. C. Rowley
 R. Schiadan
 M. Topalian
 M. Cassar
 J. Paquale
 M. Miliacessi
 Alexi
 Andriatico
 Koniali
 Coroini
 Portelaki
 F. Zanza
 Eugene
 Tino
 Riccardo
 A. Cellamar
 Polycarpe
 Carlutzo
 M. Garella
 Vittorio
 J. M.undo
 Achillea
 D. Faggi
 Poggi
 Barali
 Lanza
 Jacea
 Cassaracli
 C. Kotto
 A. Stella
 F. Andruco
 Dellatolla Joseph
 Pappathcodhoridhi
 Rodolphe
 Girotti
 Philippo
 Triandafilidhi

M. Rondimon
 M. M. Galano
 Parasoaki
 Emilio
 Cassano
 Alfred
 Sp. Cassano
 Riven
 Frangulaki
 Chazadour
 Costi S.ao.
 Paul
 Sami
 Carlo
 Yami
 Mirizio
 Dimmita
 Theophili
 Javeri
 Spiro
 M. Theophili
 Prossen
 Selaruno
 Giovanni
 Armenak
 Christo
 Salvo
 M. Costafa
 M.undo
 M. Martini
 Triandafilo
 Yami
 Leegood
 Angelo
 Anton
 Leonidha
 Mich. Sabiano
 Tapirota

In the list of the Locomotive Department, surnames from Trani increase, together with Italian first names, which may belong to other fellow citizens, but which are almost impossible to identify.

6. *Marcella* might be a member of the *Marcello* family, who settled in Izmir after 1860, and *Cassano* and *Sp. Cassano* belong to a family originally from Barletta, but for none of the names the Italian Consulate register indicates a profession linked to the railways (sometimes it does not report any working conditions).

7. *A. Stella*, seems to correspond to *Antonio Leopoldo Stella*, born in Corfu in 1849 and died in Izmir in 1940, by profession "Ferraio" according to the register of the Italian Consulate (n. S 8), whose father, Giovanni, also born in Corfu in 1828 (son of Gennaro, born in Trani) was a "stoker" too.

8. *Mich(ele) Fabiano* might be the fellow born in Trani in 1839 and died in Izmir in 1925, indicated in the consular register (n. F 9) as "Machinist", father of Stefano Policarpo mentioned above (see n. 4).

Lenio.

12

Taluz.

Costa P.

Kecco.

Ventura.

9

Leonelli.

10

Delarno.

Agusti.

Yanaco.

Di Stasso.

Sp. Tito.

11

Philippi.

Spiro.

Giacepulo.

Buffidho.

Cusi.

Ali.

Veli.

Galale.

Nicoli S.

Youvo.

Kerim.

Ambay.

Ventura S.

9

Cruph.

Bedros.

Nichalis.

Fortunato.

Dellatolla, C.

Aristidhi.

Bisti.

Samicti.

Haggi.

Sali.

Wemet B.

Petrochilo.

Pelecas.

Carlo.

Panaros.

Diimita.

Yacanni.

Polovino.

Antonaki.

Gemat.

Locarelli.

Secni.

Camolino.

Kokino.

Perichi.

P. Perorenzo.

Capello.

Stelio.

Baltazaro.

Christopha.

Manissali.

Giuseppe.

A. Wanni.

Manoli Fabiano.

12

Stavri.

Felice.

Luccas.

Francesco.

Carmeno.

Alphonso.

Wingo.

Nicolaou.

Leuari.

Perorenzo.

Auguste.

Specieri.

Sahan.

Tabolly.

E. Catramas.

Gh. Sidhira.

Stephani.

Osman.

Winas.

Giorghi.

9. There is no evidence in the Consulate registers that *Ventura* and *Ventura S.* worked on the railway. The only *S. Ventura* who might coincide in age (in 1900 he was 39 years old) is *Spiridione* (n. V 7), son of Giandonato, born in Izmir in 1861, whose profession is however not specified.

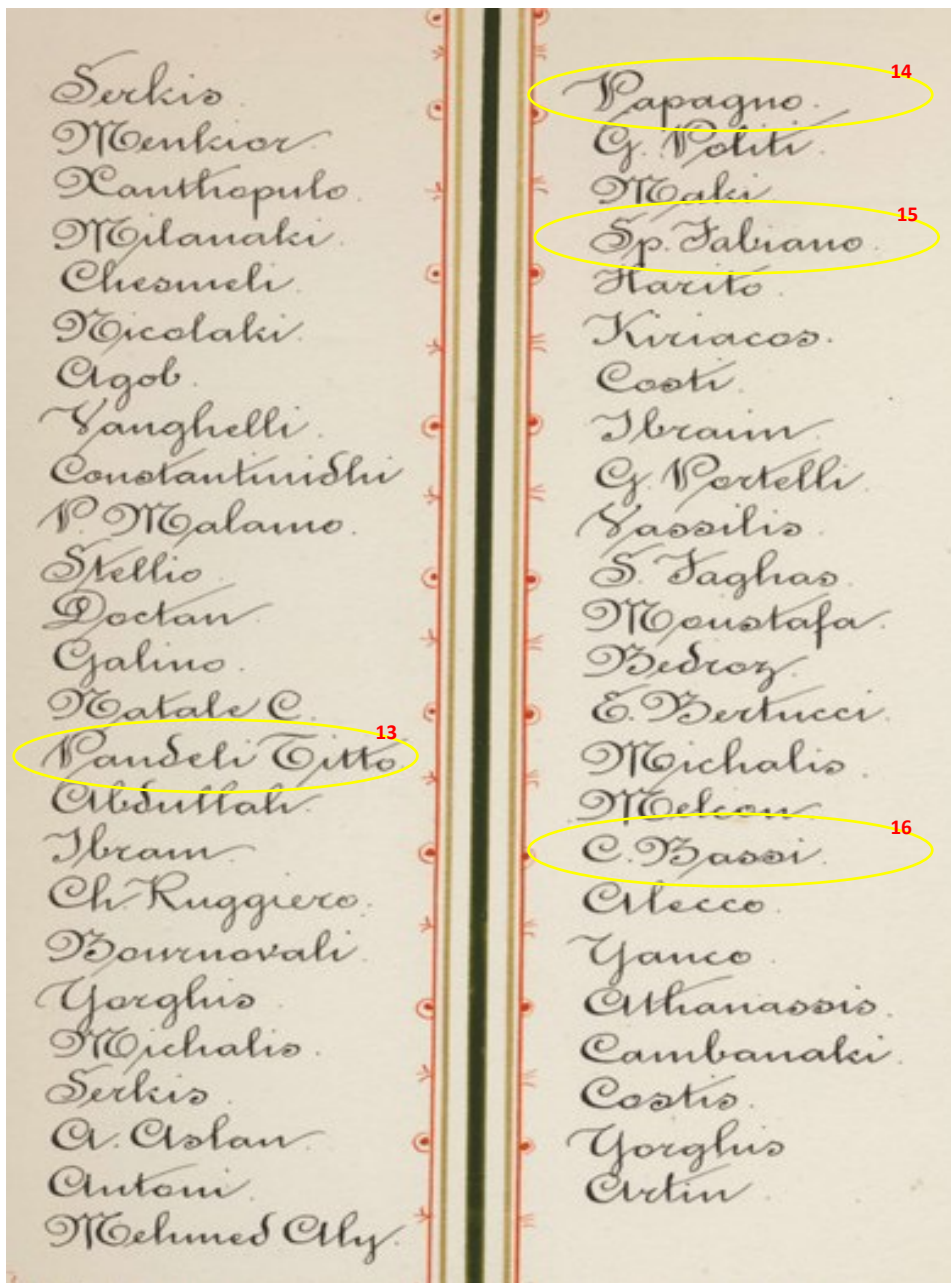
10. *Delarno* may be identified with *Giuseppe Di Lernia*, nephew of the *Spiridione Ventura* above mentioned (as a son of his sister Teresa and Francesco Di Lernia). This is almost certainly an imprecise spelling for *Delerno*, one of the ways in which the surname *Di Lernia* is written. In the consular registration of *Giuseppe Delerno/Di Lernia* (n. D 132 and D 181), born in Izmir in 1862 and died there in 1932, he is called "Railway employee", together with the note that "the surname was changed to Di Lernia".

11. The name *Sp. Titto* makes us think of *Spiridione Tito*, a fellow who is not easy to identify in the consular register. At least two individuals, due to their age, might have been working at ORC in the year 1900. The first is the one registered at n. T 26, son of Carmine and Anna Croce, born in Izmir in 1859 (but the family came from Corfu), a "daily worker" by profession (he might have become a permanent employee after the registration at the Consulate). The second is the one registered at n. T 4 and T 37, born in Izmir in 1863 to *Giuseppe* and *Leonarda Croce*, from a family coming from Corfu too, and with two brothers, *Giovanni* (n. T 4 and T 30 bis) and *Bartolomeo* (n. T 4 and T 42), registered respectively as "stoker" and "engine driver".

12. *Manoli Fabiano* is a nick-name for *Emanuele Fabiano*, born in Smyrna in 1866 and died there in 1934. He was son of *Domenico* (born in Trani in 1810) and *Annetta Camilleri* (born in Izmir in 1830). The Italian Consulate register (n. F 14 and n. 71) does not mention his profession, but his brother *Luigi*, who was three years older, is registered as "stoker" (n. F 14). May he be the *Louis* written in the first row of the same page? We know from other documents² that *Manoli's* sons *Nicola* and *Giorgio* sought refuge in Trani during the Great Fire, but in 1926 they sent application for passport, probably to go back to Izmir.

On the last page of the gift-book we read some other names of workers in the Locomotive Department who certainly belonged to the Trani community.

² Trani State Archive, f.c. cat. N. 13, *Passaporti*, busta n. 1000



13. The first among the recognizable ones is *Pandeli Titto*, almost certainly a mispronunciation of *Pantaleone Tito*, son of Savino and Angela Papagno, born in Izmir in 1865, a blacksmith by profession (Consulate Register n. T 7 and T 43).

14. As regards *Papagno*, in the absence of at least the initial of the first name, we can only speculate about them. The options are: *Costantino*, son of Pasquale, born in 1862 (Consulate Register n. P 9); one of the sons of Giovanni "Battista" and Angela Jamafta, i.e. *Pantaleone*, born in 1864, or *Lorenzo*, born in 1868, but for neither of them the consular register (n. P 13) reports the profession.

15. *Sp. Fabiano*, should be attributed to *Spiridione* (or *Spiro*) *Fabiano*, born in Corfu in 1861 to Vincenzo (also born in Corfu in 1831), indicated as a "stoker" in the Italian consular register (n. F 6).

16. *C. Bassi* can be identified with *Carmelo* (*Carmine*) *Bassi*, son of Nicola and Annunziata Tito, born in 1868 or 1869 (the documents are not unique) and registered in the Italian Consulate (nn. B 8 and B 122 bis) as a "stoker".

The analysis of the names listed in this precious document, crossed with the information from the registers of the Italian Consulate in Izmir, shows that many families who had left Trani between 1820 and 1840 to settle in Corfu, moved to Smyrna between 1856 and 1868 to work for the construction and management of the ORC. It is a real migration of family clans made up of brothers, cousins, brothers-in-law, related through marriages in which the Trani surnames are thickly intertwined. They probably decided to catch the opportunity of switching to better job prospects from their traditional maritime activities. The same we can think about the smaller number of those who moved directly from Trani, probably invited by relatives who already lived in Izmir or had just moved on that purpose.

Anna Laysa Di Lernia, July 2024